

## NEC Meeting

**NATIONAL HEADQUARTERS** — Col. Paul W. Turner, Civil Air Patrol national chairman, has called the first meeting of 1963 of the National Executive Committee to be held at Ellington AFB, Texas, March 22-23.

Members of the committee are expected to begin arriving on March 21 for the two day conference.

# CAP Times

Civil Air Patrol



USAF Auxiliary

Vol. V, No. 1

MARCH, 1963

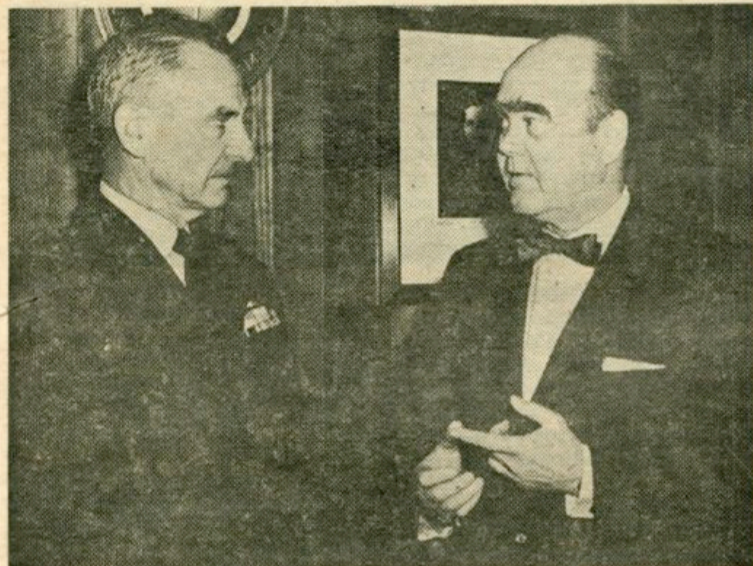
\$1.00 Per Year  
By Mail Subscription

10¢

## Features

A UNIQUE UNIT, the China Lake Squadron in California, is highlighted in a feature story this month on page 6.

CIVIL DEFENSE exercises in which the Civil Air Patrol takes a vital part is another feature story in this issue. The Ohio Wing, CAP, illustrates what CAP is doing nation-wide in this cooperative effort. See page 10.



**CAP BRIEFING**—Col. Paul C. Ashworth, USAF, national commander of the Civil Air Patrol (left), and Lt. Gen. Harold W. Grant, USAF, deputy administrator, Federal Aviation Agency, are shown during Colonel Ashworth's visit to Washington, D.C. Colonel Ashworth talked with FAA officials on the overall program and organization of the Civil Air Patrol and the areas of mutual benefit such as education, search and rescue and special activities.

## CAP-FAA

# Education, Mission Cooperation Studied

**NATIONAL HEADQUARTERS** — Mutual assistance was the theme of a meeting between Col. Paul C. Ashworth, national commander of the Civil Air Patrol, and officials of the Federal Aviation Agency in Washington, D.C. Colonel Ashworth met with Lt. Gen. Harold Grant, USAF, deputy administrator of the FAA, Mr. William Schulte, assistant administrator for general aviation affairs and Dr. Mervin K. Strickler of the aviation education division, office of public affairs.

Colonel Ashworth briefed FAA officials on various programs and activities of the Civil Air Patrol and pointed out areas in which

CAP and the FAA could be of benefit to each other. Such areas included search and rescue, education and special activities. The Federal Aviation Agency, in turn, was interested in this briefing for future cooperation with CAP.

Members of the FAA have, in the past, been encouraged to take part in local CAP activities. In Alaska there are members of a local CAP unit who are also employees of FAA in that state. The FAA has been interested in the CAP program for some time and this most recent meeting is one of several attempts to bring these two organizations into closer working relationships.

# 21 Nations to Join In Cadet Exchange

**NATIONAL HEADQUARTERS** — Twenty-one foreign countries will exchange civilian air-minded young men with the United States this summer during the International Air Cadet Exchange. The exchange is sponsored by the Civil Air Patrol.

This will be the first year that Argentina and Ecuador take part in the exchange. These two South American countries joined the IACE as a result of visits made by officials from CAP National Headquarters led by Col. Paul C. Ashworth, USAF, national commander and Col. Paul W. Turner, CAP, national chairman.

This is the 16th consecutive year the United States CAP cadets have participated in the exchange and is one of the national highlights of Civil Air Patrol special activities.

One hundred and thirty-five CAP cadets selected from the 50 states, Puerto Rico and the District of Columbia, will visit in 21 free nations. Great Britain will exchange 25 cadets with CAP, Canada 15, and all other countries will exchange groups of five. Each teenage cadet group is escorted by two male adult members of its sponsoring Air Force or aero club activity.

**PARTICIPATING** countries in the exchange and state CAP hosts are:

| Country       | CAP Host Wing |
|---------------|---------------|
| Argentina     | West Virginia |
| Belgium       | Virginia      |
| Brazil        | Michigan      |
| Canada        | Maryland      |
| Chile         | Nevada        |
| Denmark       | Texas         |
| Ecuador       | Iowa          |
| El Salvador   | Utah          |
| France        | Massachusetts |
| Germany       | South Dakota  |
| Great Britain | Idaho         |

(See 21 NATIONS, Page 12)

## Annual Ratings

# Mid-East Area Still Champion

**NATIONAL HEADQUARTERS** — The Middle East Region headed region standings for the second consecutive year in the 1962 National Commander's annual evaluation of regions and wings. Middle East Region had a total score of 934.3, a slight gain over its 825.2 score for 1961.

The evaluation was released to the field on Feb. 22, informing each region and wing of its comparative standing or rating in relation to accomplishments of goals established by the Long Range Plan.

The Southeast Region, in third place last year, crowded Pacific Region out of second place with a 782.4 rating in the '62 listings.

The Delaware Wing topped all other wings this year with a 949.4 rating, surpassing its 881.0 rating of last year and moving the wing from second to first place.

Florida, in 14th position last year, jumped to second place this year with a 923.3 rating, only 26.1 points behind the leading Delaware Wing.

(See MIDDLE EAST, Page 12)

Three of the Wings, Kentucky, Florida, and Delaware, met their goals exactly with 22, 96 and 39 certificates issued respectively. The Alabama Wing exceeded its goal by one, issuing 77 certificates.

The remaining Wings exceeded their established goals by greater numbers. Puerto Rico had a goal of 178 and issued 254 while the Hawaii Wing was working toward 83 COP's and issued 100.

Remaining Wings of the top fifteen in the Civil Air Patrol rating for issuance of COP's were: Idaho with 88%, South Dakota with 84%; Minnesota with 73%; Utah, 70%; Michigan with a 65%; New York earned a 64%; Texas accomplished 64%; Massachusetts earned a 58%; and Alaska totaled 56%.

All other Wings of the Civil Air Patrol fell below their expected totals established for the calendar year of 1962.

Colonel Ashworth pointed out that the COP is the highest award obtainable in CAP's cadet program and that, theoretically, at least 42,000 cadets were working toward completing the training program that leads to the Certificate of Proficiency.

# Safety Course Held for Pilots

**NEW YORK CITY, N.Y.**—Manhattan Group, CAP, opened its first class of the Pilot Safety Refresher Ground School and scored two firsts in the New York area. This was the first time this course, prepared by the New York State Department of Commerce, has been sponsored by a CAP unit and it is the first time the course has been offered to pilots of the Metropolitan New York area.

The course, a comprehensive 36-hour ground school covering meteorology, navigation, radio, instruments, and aircraft operation, is one of a series of schools in a statewide aviation education program initiated by Governor Nelson Rockefeller in 1960.

Course material is prepared and provided by the Bureau of Aviation of New York's Department of

(See PILOT, Page 13)

## DEADLINE NEAR

# Selection Boards Meet to Screen Cadets for Key Summer Events

**NATIONAL HEADQUARTERS** — Cadet Selection Boards are meeting within Wings of the Civil Air Patrol across the nation to pick qualified cadets to take part in the 1963 Civil Air Patrol Special Activities this summer. First three Wings to report completion of selections to National Headquarters were Florida, Indiana and Utah. The selection board meetings are typical of the action going on now in order to meet the March 7 deadline for applications.

**MIAMI, Florida**—The Wing Selection Board, Florida Wing, met at the McAllister Hotel following a luncheon to which Brig. Gen. C. Cunningham, Chief of USAF Search and Rescue, was invited.

General Cunningham was on an

inspection tour of facilities in Florida and accepted the invitation of the Florida Wing to visit the selection board meeting.

Brig. Gen. Cunningham mentioned that he did not envy the selection board members the task of picking cadets to participate in this year's activities. He said he thought the cadets he had met were so outstanding that any choice would be difficult.

Col. Zack Mosley, creator of the comic strip character "Smilin' Jack" and a former Florida Wing commander, was also present for the board meeting.

**SELECTION** of cadets for the various programs were:

For the Aerospace Age Orientation Course Cadet Nancy Mannion,

Miami All-Girl Sq., as first choice with Cadets Jacqueline Bond, Carol City Sq.; Mary Felter, Gulf Beach Sq.; and Jacqueline Golding, Carol City Sq., as alternates.

To take part in this year's Cadette Exchange the board chose Cadets Janice Fielder, North Dade Sq., and Nancy Greedmore, and Sandra Smith, of the MacDill Sq.; with Cadets Marianne Allison and Liliane Kaufman, Miami All-Girl Sq., as alternates.

To attend the Federal Aviation Agency's Orientation Course the Florida Wing picked Cadet William Mayo, Lantana-Lake Worth Sq., with Cadets Charles Sipos, Stuart Sq., and Harry Miller, MacDill Sq., as alternates.

(See SCREENING, Page 13)

# Survey Cites CAP Value To Military

**NATIONAL HEADQUARTERS**—Col. Paul C. Ashworth, national commander, CAP, recently received a report of a completed survey taken by the USAF Air University at Maxwell AFB, Ala., dealing with Civil Air Patrol cadets and former cadets who are continuing their training through Air Force Reserve Officer Training Corps toward commissioned status in the US Air Force.

Two hundred and ninety advanced AFROTC cadets in colleges and universities across the nation answered questions in the survey concerning influences of CAP on their AFROTC training and their decision to seek a commission. Among cadets of the USAF Academy, 10% have a CAP background. The AFROTC program at the present time has 2.64% of its advanced cadets with a CAP background.

The survey was a result of a meeting between Civil Air Patrol and AFROTC officials last year at CAP's national headquarters at Ellington AFB, Texas.

The questions on the survey disclosed that 90% of the advanced AFROTC cadets questioned said their CAP experience was beneficial in further military training. Of the 290 questioned, 54.4% had earned Certificates of Proficiency.

Other items of interest to both CAP and AFROTC officials were also revealed by the survey.

The average number of years active cadets were in CAP was 5.4 while the average number of years for cadets who left the program was 2.6. One hundred and twenty-two cadets said they initially became interested in CAP through personal contact with a friend who was already a member. The next highest percentage for reasons for joining CAP was interest in flying. On an equal rank with interest in flying as a reason for joining was the contact they had with cadets other than friends.

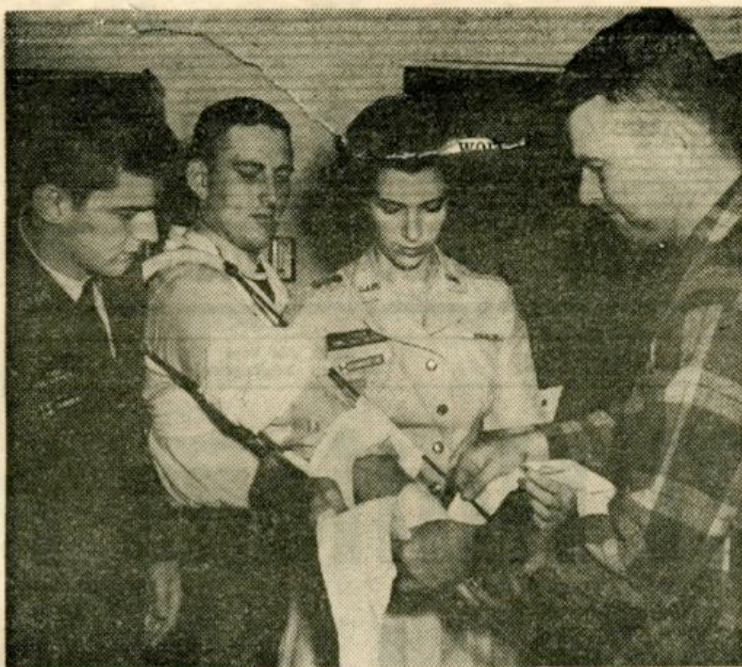
In answer to question #6 of the survey, "Has your CAP training helped you in AFROTC?", the overall response was "yes" with 28% of the cadets indicating military experience was the most valuable training they received.

Second to this was their experience in drill. Some cadets found that the training they received in military and aeronautical subjects in the Civil Air Patrol was the same as subjects covered in the freshman & sophomore AFROTC program.

**ONE CADET**, Bruce D. Murray, former cadet in a CAP unit in San Bruno, Calif., was in CAP for two years before entering AFROTC at the San Francisco State College. He says that his knowledge of customs and military service learned in CAP along with leadership experience were invaluable to him.

A former cadet from the Lafayette Composite Sq., Ronald J. LeBlanc, said that his experience in CAP helped him develop an interest in aviation and because of this he learned to appreciate subject matter required for study under the AFROTC program.

A direct relationship to skills learned while an active member of the Civil Air Patrol in Illinois helped Robert J. Pahl Jr., Barrington Composite Sq., Barrington, Ill. Cadet Pahl pointed out that he had learned the drill manual in CAP and was able to pass drill exams in AFROTC and become a Master Sergeant in the program within a few weeks. He further pointed out that his years of experience in CAP made it easy for him to adjust to the ROTC program.



**FIRST AID SERVICE**—Three cadets from the Hot Springs Composite Sq., Arkansas Wing, are shown here working on an arm split during a first aid lesson taught by Chief Ranger Foster F. Freeman (left) of the National Park Service. The cadets are members of their squadron rescue team and are (l. to r.) Cadets Thomas Deminski, David T. Riley and JoAnn Cosgrove. The first aid course was taught at the National Park Service Headquarters in Hot Springs and is a requirement for joining the rescue team.



**THE PAYOFF**—MSgt. Freddie M. Livesay, information officer Portland Composite Sq., #2, holds a copy of a certificate presented to 24 CAP cadets upon completion of a special training course conducted by the Oregon Air National Guard. MSgt. Livesay assisted Lt. Col. Hugh L. Angle, Oregon Wing IO, in establishing the program. The payoff for MSgt. Livesay's hard work came with the successful completion of the course by so many cadets.

## ANG Assists Cadet Training

**PORTLAND, Oregon**—Cadets of the Oregon Wing, Civil Air Patrol, have an additional opportunity to learn more about today's aerospace programs and military operations through the cooperation of the Air National Guard of that state.

Lt. Col. Hugh L. Angle, information officer for the Oregon Wing, and Civil Air Patrol project officer, worked with Brigadier General Gordon Doolittle, chief of staff, Oregon Air National Guard, in establishing a new training program for CAP cadets. ANG project officer was Lt. Col. Robert R. Schmidt.

Twenty four cadets have completed this course and were presented certificates by General Doolittle.

The course lasted five weeks, involving one training day a week during that period. Each class period lasted two hours.

## Officials Attend Cadet League Parley in Ottawa

**NATIONAL HEADQUARTERS**—Officials from National Headquarters, Civil Air Patrol, headed by Col. Paul C. Ashworth, national commander, last month made a two-day visit to Ottawa, Canada for the purpose of attending the 22nd annual general meeting of the Air Cadet League of Canada.

The Civil Air Patrol and the Cadet League of Canada have cooperated closely in the past on cadet activities such as the annual exchange program and the Canadian hosts were interested in having American and British observers sitting in on the meeting.

Also attending the conference from National Headquarters, were Col. Joe L. Mason, USAF, deputy commander; Col. Herbert S. Ellis, USAF deputy chief of staff for operations; and Lt. Col. Foley D. Collins, USAF, chief of cadet training.

Other members of the American contingent included Col. Paul W. Turner, CAP, national chairman; Col. L. W. Castle, vice-chairman, National Executive Committee, CAP; and Col. J. T. Granbery, former chief finance officer of Civil Air Patrol.

Representatives from Great Britain who attended the conference were Air Commodore J. B. Coward and Group Captain G. J. Rayner, RAF retired.

Hosting the meeting was Mr. Arthur R. Smith, Member of Parliament and president of the Air Cadet League of Canada.

**FOLLOWING** his trip to Canada, Colonel Ashworth gave a briefing on Feb. 20 to Civil Defense officials in Washington, D.C., on the Civil Air Patrol.

The briefing concerned the overall mission and organization of CAP and pointed out areas of mutual assistance between the two organizations in times of emergency.

The talks were in an effort to establish a national policy for Civil Air Patrol and Civil Defense cooperation. Colonel Ashworth pointed out that CAP-CD agreements at the state level are already in operation in all CAP Wings.

Colonel Ashworth also attended the Continental Air Command's Commanders Conference in Washington from Feb. 23 through March 1.

## Four Cadettes to Visit Stewardess Center

**BALTIMORE, Md.**—Four Cadettes from the Maryland Wing, CAP, have been invited by United Airlines to visit its stewardess training center in Chicago for a special week-long tour in July.

The four cadettes and a senior escort were invited by United as a gesture of the company's appreciation for assistance the Maryland squadron gave at the scene of the crash of a UAL Viscount in Howard County last year.

Civil Air Patrol helped maintain a security watch at the scene of the crash for 187 hours while investigators and airlines officials were at work.

In a letter to Colonel William M. Patterson, Wing commander, president W. A. Patterson of United, expressed appreciation for the efforts expended in behalf of the company by members of the Maryland Wing during the events which followed the accident.

Mr. Patterson wrote, "Your organization went into action with little or no delay and were most efficient in the manner in which they carried out their duties. I am sure that this is due to the leadership enjoyed by the organization and I congratulate you for it."

"During our search for a way for United Air Lines to show its appreciation for this assistance, I learned that you might be interested in an orientation program designed especially for young women Civil Air Patrol cadets. As a small token of the esteem which we hold for the Maryland Wing of the Civil Air Patrol, United Air Lines would like to establish such an orientation program. This program, should it meet with your approval, would be designed especially for four young women members of the Maryland Wing."

The program will include two stewardess indoctrination sessions, a familiarization visit to United Air Lines' facilities at O'Hare International Airport with a luncheon and tour of the executive

headquarters, sight-seeing in Chicago, and the stewardess graduation ceremonies during which the Maryland cadettes will receive certificates of graduation from the orientation program.

**SAN ANTONIO, Texas**—Members of the current Aerospace Education Workshop of the Texas College of Arts and Industries, Corpus Christi, Texas, took a two-day tour recently of two USAF installations near San Antonio, Texas, where they were briefed on the USAF and Civil Air Patrol function in today's space age.

While at Randolph AFB, the group heard a talk by Capt. James A. Lacy, CAP, commander of the Randolph Composite Sq., along with a presentation on aerospace education and how it applies in the overall Civil Air Patrol program.

On the second day of the trip the College group was taken on a tour of the San Antonio International Airport Federal Aviation Agency installation where they observed technicians at work in air traffic control. FAA personnel were on hand to explain air traffic rules and regulations for the visitors.

## Bahama Islands Flight Scheduled For June 10

**NASHVILLE, Tenn.**—Southeast Region Headquarters, Civil Air Patrol, has announced the second annual air tour to the Bahama Islands in the Caribbean for this summer. The air tour will leave Florida after the close of the Southeast Region conference, June 6 to 9, at the Diplomat Hotel, Hollywood, Florida.

Actual departure time from the Broward County International Airport at Fort Lauderdale will be on the morning of June 10. The flight plan calls for a course to Miami, Bimini, and Nassau, capital of the Bahamas.

The tour schedule allows enough time for sight-seeing tours on Nassau and the Out-Islands.

This tour has been planned for single engine aircraft and average pilot experience. The route is such that planes will never be more than 50 miles at sea and seldom out of sight of land. Survival gear will be available for rental before departure from Florida. Point of re-entry into the United States is optional; Fort Lauderdale or Palm Beach International airport. Clearance forms and overseas flight plans will be handled for a nominal fee based on a prorated cost.

All accommodations on this tour will be available at a low group rate if the required minimum of 50 people sign up for the air trip.

Interested CAP members are asked to write the Southeast Region Headquarters, Air National Guard Building, Berry Field, Nashville, Tenn., as soon as possible and include name, grade, serial number, type of aircraft to be used, pilot rating and experience and the number of passengers expected to be on board.

## Rescue Agency Holds Seminar

**IDYLWILD, Calif.**—Buckhorn Camp, situated at over 5000 feet in the San Jacinto Mountains of California, was the site of a seminar on mountain search and rescue techniques. The first annual meeting of this group was held by the Mountain Rescue Association of Southern California to which organizations interested in this type of rescue work were invited.

Members of the San Gabriel Valley, Group 15, Civil Air Patrol, were among the many who attend the seminar.

Major Nancy Morrison, Group 15 search and rescue director, said the purpose of the seminar was to encourage better relations between various agencies and teams concerned with mountain search and rescue.

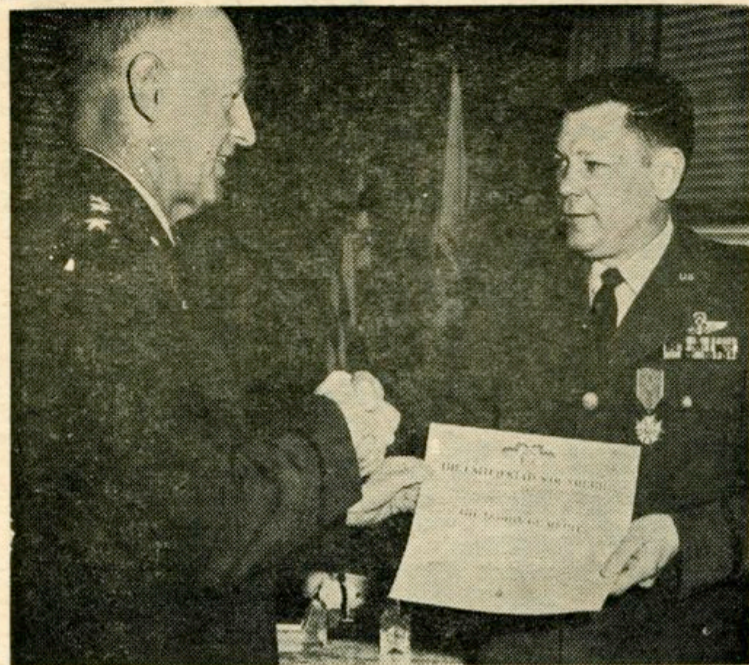
Part of the program included team and agency displays of rescue gear along with books, training aids, and vehicle equipment.

Demonstrations in rock and snow rescue procedures were given as well as search and tracking methods, and communications and air support for mountain rescue missions.

Members of Group 15 attending the seminar beside Major Morrison were: Major Donald K. Wilson, Squadron 17 commander; Lt. Howard Chamberlain, Squadron 19 commander; Senior Thomas Valenzuela, Squadron 17; and WO Donald Morse and Senior Robert Amador, both of Squadron 19.

## CAP TIMES

Published monthly by Army Times Publishing Co., 2020 M St., N.W., Washington 6, D.C. \$1.00 per year by mail subscription. (Civil Air Patrol membership dues include subscription). Second class postage paid at Washington, D.C., and at additional mailing offices.



**LEGION OF MERIT**—Lt. General George W. Mundy, USAF, commander in chief, Alaska Command (left), congratulates Lt. Col. Robert G. Livesay, USAF, (Ret.), after presenting him with the Legion of Merit during a ceremony at the Alaskan Command Headquarters, Elmendorf AFB, Alaska. Col. Livesay, former Alaskan Wing liaison officer, was nominated for the Legion of Merit by Alaska Governor William A. Egan. The recommendation was endorsed by Alaska Senator E. L. Bartlett. Col. Livesay was especially cited for his work in establishing aerospace education workshops in Alaska for elementary and secondary school teachers. Upon retirement Col. Livesay received an appointment as deputy commander of the Civil Air Patrol's Alaska Wing.

## Senior in San Fernando Wins Guard Commission

**SAN FERNANDO, Calif.** — The San Fernando Composite Squadron #35, California Wing, has lost a search pilot and the Air National Guard has gained a navigator.

Chief Warrant Officer David Carlson, 26, veteran of 25 search

missions and 100 operational hours with the San Fernando unit of the Civil Air Patrol, is believed to be the first CAP member on the west coast to be given an Air National Guard commission and appointed to the AF Navigator's School at Waco, Texas.

CWO Carlson, a CAP member since 1957, has also served in the Air Guard for eight years. In addition, he is a civilian employee of the Guard and works as a sheet metal technician at the 146th Transport Wing, Van Nuys, Calif.

A resident of Santa Susana, Calif., CWO Carlson, after successfully passing the navigator's school will be commissioned a second lieutenant and will return to the 146th as a navigator. He will spend 10 months at the Texas school along with his wife Doris, and their three children, Michael 9, Renee 6, and Cynthia 4 months.

As a CAP search pilot, Carlson is owner of a BT-13 aircraft. Formerly a resident of Sioux Falls, he attended Augustana College and majored in math and physics. Winning his Air Guard commission will not change his CAP status. He is retaining his membership and has been recommended for promotion recently.

## Group Confers On New Outfit

**HAVRE DE GRACE, Md.** — Acting Mayor Cecil Sales, president of the Havre de Grace city council, Police Chief Ben Ray of Aberdeen, and representatives of two Harford County radio stations and four newspapers met with the Maryland Wing Civil Air Patrol officers to discuss plans for the formation of a new cadet unit in this community.

Lt. Col. Ralph A. Lewis, wing deputy for cadets and Lt. Col. Merrill B. Glasser, wing director of administrative services, presented the CAP program to the civic officials and the news media in an effort to fully acquaint the city with CAP before the new squadron is formed.

Harford County residents, impressed with the work of cadets in the recent polio drives and the 1962 officer candidate school held at nearby Bainbridge Naval Training Center, have promised support for the proposed squadron.

Havre de Grace is a community of 8000 population and has a constant reminder of CAP's dedication in a memorial in the city park. The memorial is dedicated to Capt. Anthony G. Synodinos and 1st Lt. Edward George Conrad who lost their lives in April 1954 when their plane crashed into the Susquehanna River while flying a CAP search mission. They were commander and chaplain, respectively, of the Eastern Baltimore Sq.

Harford County presently has one cadet squadron, the Harford County Squadron in Bel Air, with Lt. Col. Glasser as acting commander. He is a resident of that town while Lt. Col. Lewis is a resident of Havre de Grace.

# AF Officer Wins Legion of Merit For Service With Alaska Wing

**ELMENDORF AFB, Alaska**—The Legion of Merit, second highest peacetime military decoration given by the United States, was awarded Lt. Col. Robert G. Livesay, USAF (Ret.), for outstanding service as USAF liaison officer to the Alaska Wing of the Civil Air Patrol from April 1961 to October 1962.

Lt. Gen. George W. Mundy, USAF, commander in chief of the Alaskan Command, presented the medal to Col. Livesay during a ceremony at Alaskan Command Headquarters. Col. James E. Carter, CAP, Alaska Wing commander and Major Thomas F. Henderson Jr., USAF, who replaced Col. Livesay as liaison officer, were present for the ceremony.

The citation accompanying the award read in part: "Lt. Col. Robert G. Livesay distinguished himself by exceptionally meritorious conduct . . . as United States Air Force Liaison Officer to Alaska Wing . . . through his outstanding ingenuity, unusual professional ability, and dedicated effort, Colonel Livesay has made significant contributions toward providing a realistic Aerospace Education program for the youth and an effective emergency air service for the citizens of our nation . . ."

Col. Livesay was nominated for the Legion of Merit medal by Alaska Governor William A. Egan in a letter to General Mundy. Governor Egan cited many instances of CAP development and expansion in the 49th state which he attributed to Col. Livesay's initiative and action.

Among those cited by the Governor was Col. Livesay's work in establishing an aerospace education workshop at Elmendorf AFB, under the sponsorship of the University of Alaska and the Alaska Wing of CAP. The first workshop was held in 1959, the second in 1961 and a third is scheduled for this year. Almost 200 teachers in elementary and secondary schools in Alaska have attended these workshops.

Governor Egan also mentioned Col. Livesay's work in obtaining modern aircraft for use by the Civil Air Patrol pilots in Alaska as well as the organization of an annual drill competition between CAP cadets and RCAF cadets from Whitehorse, Yukon Territory.

**IN PRESENTING** the medal General Mundy recognized Col. Livesay for his past efforts in behalf of the USAF and congratulated him for his contributions to the Alaska Wing. During 1962 the Wing was credited with saving the lives of 68 persons while participating in 228 search and rescue missions and logging over 4300 flying hours.

Upon retirement from active duty with the USAF, Col. Livesay affiliated himself with the Century Life Insurance Co., of Anchorage, Alaska. He also joined the CAP, assuming duties of deputy commander for the Wing.

## Actor Eddie Hodges Joins Squadron in Mississippi

**HATTIESBURG, Miss.** — Eddie Hodges, well known actor and recording artist, recently joined the Civil Air Patrol in his home town of Hattiesburg, Miss. He became a member of the Hattiesburg Composite Sq., commanded by Major Edward J. Currie Jr.

Cadet Hodges is currently at work in California on a motion picture with actress Hayley Mills as well as a television story called "Johnny Shiloh" for the Walt Disney Studios. Although he spends much of his time on the west coast, Cadet Hodges decided to become a member of the Mississippi unit because of his loyalty to his home state and his home town.

Six years ago Eddie Hodges,

then a contestant on a television show called "Name That Tune" had an unusual contact with aviation when he became the partner of the then Major John Glenn Jr.

A rule of the program called for every contestant to draw a name from post cards submitted to the network. The duo-contestant arrangement allowed each "partner" to win and after going so far the "post-card" partner was asked to appear on the show.

Eddie chose Major Glenn's name and this resulted in a family friendship that is still going on even though Colonel Glenn and Eddie Hodges see each other infrequently.

## Meeting Place Donated To Unit in Michigan City

**MICHIGAN CITY, Ind.** — Members of the Michigan City Cadet Squadron, CAP, began the new year in a new location for their meetings through the efforts of

local residents of Michigan City.

Chief among the supporters of the Civil Air Patrol in this Indiana community was Mr. William C. Eddy, a former U.S. Naval officer. It was through his efforts that the local CAP unit gained its new meeting rooms.

After reading in the newspaper of the unit's need for a place to meet, Mr. Eddy contacted Capt. William G. Woodruff, squadron executive officer, and arrangements were made for use of two rooms in a hangar at the Joe Phillips' Airport.

Mr. Eddy is president of Television Associates of Indiana which owns and operates six aircraft from the Phillips' Airport. The company, known locally as TAI, provided two meeting rooms in its hangar building and put in partitions, painted the walls, painted a motion picture screen on one wall, and agreed to make its five pilots available to the Cadet Squadron from time to time.

Mr. Joe Phillips, owner of the field, agreed to help by permitting qualified cadets to sit in on ground school classes held at the field.

Other business firms in town helped CAP move into its new location too. The Carlisle and the R. Parpart funeral homes along with Mr. Matthew Pytynia, local resident, donated chairs, benches and tables to furnish the rooms.

According to 1st Lt. Mary L. Dillon, information officer of the Michigan City unit, Mr. Eddy was first to answer the appeal of the squadron and now is "first in the hearts of its members."

Mr. Eddy summed his efforts to assist the CAP by saying that this was a case of, "The Navy to the Air Force's rescue. We are anxious to keep aviation-interested young people near an airport where they belong."

The Phillips' Airport was the site of another CAP unit which is no longer active. That unit was formed and operated from the field in 1941 and was active during World War II.

## Michigan Picks Cadets of Year

**DETROIT, Mich.** — Cadette Barbara Vanderstek and Cadet Robert Doyle, both of Dearborn, were chosen as outstanding cadets of the Michigan Wing for 1962 following a six-hour screening board where 35 cadets from all parts of the Wing were considered.

Cadette Vanderstek is the adjutant of her unit in Dearborn and has held positions of flight leader and information officer. She has attended two summer encampments and last year visited in the New England states as a member of the cadette exchange. Cadette Vanderstek is presently attending Henry Ford Community College and hopes to become an airline stewardess.

Cadet Doyle is the training officer of his squadron. He has previously held the position of flight leader and has attended one summer encampment. He has won a CAP flight scholarship and is a senior at Saleman High School in Dearborn. He plans to study medicine at the University of Detroit when he finishes high school.

Wing commander Col. Robert J. Anderson and Inspector Francis E. Davy of the Police Youth Bureau headed a panel of five Wing officers to make the selections.

Five cadets were also selected by the panel to take part in the 1963 International Air Cadet Exchange. The five cadets are Richard Doyle, Dearborn; John Fellows, Mount Pleasant; Alan Harris, Berkley; Frank Maciasz, Detroit; and George Mollanen, Detroit.



**NEW MEMBER**—Actor and recording artist Eddie Hodges, is shown here (second from right) holding his membership card and boosting recruiting in the Civil Air Patrol shortly after he joined the squadron in Hattiesburg, Mississippi, his home town. Shown with Cadet Hodges are (l. to r.) Cadets Kent Wood and Johnny Kirkpatrick, Cadet Hodges, and WO Garrett Mazingo, commandant of cadets. (CAP Photo by Robert Miller)

# Civil Air Patrol Times

The Civil Air Patrol Times is an authorized publication of the Civil Air Patrol, a private benevolent corporation, and an auxiliary of the USAF, existing under, and by virtue of, acts of the Congress of the United States—Public Law 476, 79th Congress, Chapter 827, 2nd Session, July 1, 1946 (36 U.S.C. 201-208 and Public Law 557, 80th Congress, Chapter 349, 2nd Session, May 26, 1948, as amended (5 U.S.C. 626, 1 & m). Opinions expressed herein do not necessarily represent those of the U. S. government or any of its departments or agencies.

Published by the Army Times Publishing Company, 2020 M Street, N.W., Washington 6, D.C. Editorial offices: 2020 M Street, N.W., Washington 6, D.C.; editorial copy should be addressed to Editor CAP TIMES Information Office, National Headquarters, Ellington AFB, Tex. Subscription inquiries from other than senior members of the Civil Air Patrol, and all inquiries concerning advertising matters, should be directed to the Army Times Publishing Company.

National Commander ..... Col. Paul C. Ashworth, USAF  
 Chief of Information ..... Lt. Col. Joseph H. Friedmann, USAF  
 Editor ..... SSgt. Morris Haxton  
 Associate Editor ..... Tom Porter  
 Staff Photographer ..... SSgt. Ray E. Billick

Vol. V, No. 1

MARCH, 1963

## Effective Management

**L**AST MONTH I talked about streamlined management of Civil Air Patrol as a result of changes in the CAP organizational structure made necessary by the adoption of the revised constitution and by-laws by the National Board.



ASHWORTH

These changes in the management structure of the CAP apply only to the higher echelons of the corporate organization — from wing headquarters on up.

There is another area — from wing headquarters down through squadrons — where we should also apply the principles of sound management if we are to make satisfactory progress with our programs.

It may seem incongruous to talk about the most economical use of our personnel in CAP, because they don't cost us anything. On closer examination, however, it is obvious that incompetent or ineffective unit commanders or staff officers cost us a lot. They cost us progress in our programs that could have been made had their positions been held by people who could produce better results.

In a volunteer organization like Civil Air Patrol, it is no disgrace for a member not to have the time, money, or training to do an effective job as a unit commander or a key staff member. But it is disgraceful and most unfair to his unit for an individual to continue to occupy a key position after it has become obvious that he cannot — for whatever reason — perform his job effectively, because he is thereby preventing this position from being filled by an individual who has the capability to perform that job more effectively.

No one has a right to be a member of Civil Air Patrol. Membership is a privilege and candidates must be accepted for membership. Nor does any member who has been appointed to a key position as commander or on the staff of his unit have any right to hold that position as long as he pleases. He has the right to hold the prestige of that title and rank only so long as he earns it by producing acceptable results. Otherwise, not only in his unit but in the whole CAP Program, satisfactory progress will be impossible.

This philosophy may sound somewhat harsh to some people, but to those people I must ask the question "Why did you join Civil Air Patrol?" If the answer is "For what I can get out of it," you are in the wrong outfit. If the answer is "To contribute the services that I am capable of giving to the welfare of our country," you are the kind of member we want. This answer means that you joined CAP with the best of your ability and that your reward will be the self-satisfaction of having done something worthwhile.

Now to get back to our theme of the most economical use of our personnel in CAP. This principle applies to CAP just as well as to the business corporation. We have thousands of sincere and dedicated people whose capabilities are not being fully utilized because we do not have the right man in the job in many key positions. As long as we in CAP continue to tolerate having key command and staff positions filled by people who do not have the ability or the desire to get the job done, we cannot make satisfactory progress and we are wasting the talents of many capable people who belong to those units.

Let's get the right man in each key position.

*Paul C. Ashworth*

Paul C. Ashworth  
 Colonel, USAF  
 National Commander

**Cadet Matthew Lee WHITE**  
**ALASKA WING**

A MEMBER OF THE ELMENDORF CADET SQ.  
 HAS BEEN IN CIVIL AIR PATROL SINCE 1960

MEDAL OF VALOR WINNER

RESCUED DROWNING MAN FROM ICY RIVER WHILE ON FISHING TRIP. HE WAS 15 AT THE TIME

## Letters

### Radio Help

I would like to hear from any one who has put a CAP radio in a Volkswagen so that I can get some advice along these lines.

DOROTHY HESELTINE,  
 Capt., CAP  
 Portland Composite Sq.  
 RFD #1, Gray, Maine

(Ed. Note — Is there anyone in CAP who can help?)

### Fair Exchange

Enclosed please find a copy of the PROP-WASH of Moisant Cadet Sq., Louisiana Wing. As editor I would like to exchange publications with regions, wings, groups and squadrons. If any are interested have them write me in care of Moisant Cadet Sq.

BONNIE GONZALEZ,  
 C2C, CAPC  
 204 Shrewsbury Court  
 New Orleans 21, La.

(Ed. Note — Thanks for the copy of PROP-WASH. Editors interested in exchanging publications take note!)

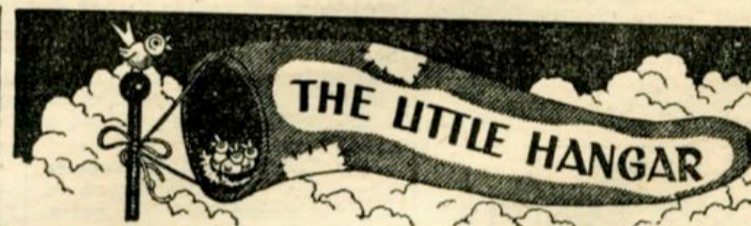
### Congratulations

Thank you for sending me a copy of the 15th Anniversary brochure of . . . the IACE. The program is obviously playing a significant role in promoting better relations . . .

BROOKS HAYS  
 The White House  
 Washington

I have just received the souvenir copies of your 15th Anniversary exchange visits brochure and hasten to send you my congratulations . . . It is certainly an impressive accomplishment.

ARTHUR MacDONALD  
 General Manager  
 Air Cadet League of Canada  
 (See LETTERS, Page 15)



**ARMED FORCES DAY**—Lt. Gen. E. J. Timberlake, commander, Continental Air Command, CAP's parent command, has been named Commander of Armed Forces Day, Area VI, by the Secretary of Defense. General Timberlake assumes responsibility for coordinating all phases of planning and operation with other services in the geographical areas comprising generally the Third U.S. Army Area, Sixth Naval District, Third Air Force Reserve Region and the Seventh Coast Guard District. This includes the states of Alabama, Florida, Georgia, North Carolina, Mississippi, South Carolina and Tennessee. Armed Forces Day will be May 18.

**CAP TIMES**—Deadline for articles and pictures for publication in the April issue of CAP TIMES is March 20. Unit IOs are urged to send materials to CAP TIMES, Attn: Editor, before that date in order to allow enough time for proper consideration of contributions.

**RECRUITING POSTERS**—Many requests have been received at National Headquarters for recruiting material. Late in February or early March 25,000 recruiting posters will be distributed throughout the nation to CAP units. IOs should be selective in placing them to assure the greatest possible public exposure.

**REGULATIONS**—Many CAP regulations are in the process of being re-written to comply with the provisions of the revised by-laws and constitution. No dates for distribution have been set. As soon as they are available, they will be sent out to the field.

**SUMMER ACTIVITIES**—All applications for summer activities must be at National Headquarters on or before March 7, 1963. These include the FAA Orientation Course, Jet Orientation Course, Aerospace Age Orientation Course, Space Age Orientation Course and the IACE.

**CAP STRENGTH**—The Monthly Statistics published by the DCS-Personnel, National Headquarters indicates CAP now has more than 2100 units with a personnel strength of over 75,000. The 1964 goal is 4000 units. The 1966 goal is 6000 units.

# Florida Planes, Boats, Radios Aid In Hunt for Missing Jet Airliner

MIAMI, Fla. — The recent tragic crash of a 720-B jet airliner belonging to the Northwest Orient Airlines called out one of the largest and most intensive searches ever mounted in this area. Loss of the aircraft cost the lives of 43 persons. Civil Air Patrol joined the search with every available facility — weasels, half-tracks, swamp buggies, airboats and 20 aircraft. Sixty CAP personnel took part and 17 CAP radio stations provided an emergency communications net.

Lt. Col. H. Bailey Griffin, CAP, executive officer, Group I was mission commander, while Lt. Edwin Johnson, CAP, Miami Squadron I, was forward controller.

The accident occurred shortly after take-off. The actual scene of the crash was eight miles off 40 Mile Bend. The terrain was so difficult it took a weasel 5½ hours to go from the highway to the scene.

A US Coast Guard aircraft made the find, searchers then converged on the site. A CAP weasel crew was assigned the task of trying to locate the Flight Recorder. It was located and flown out by the Coast Guard.

Reports from the searchers indicated that though the wreckage was found on fairly firm ground, the surrounding area was typical Florida swamp infested with alligators and snakes. There were no injuries from these hazards reported.

The ill-fated aircraft was en route from Miami to O'Hare International at Chicago and then on to Seattle and Portland, Oregon.

The U.S. Coast Guard, Navy, Air Rescue Service, Civil Defense, Civil Air Patrol and many civilian volunteers took part in the great effort.

**DOW AFB, MAINE** — Civil Air Patrol personnel joined the Air Force in searching for the B-52

that crashed recently in the mid-Maine wilderness.

The bomber, with a crew of nine aboard, was reported missing on a training flight. There were no weapons on the aircraft. Air crews from Dow, Pease, Otis and Westover air bases took part in the search.

CAP planes made several sorties over the heavily wooded areas around Moosehead Lake. Hundreds of ground personnel were in the area. The crash site was located and two survivors found—the pilot with a broken ankle, and the navigator who was suffering from severe shock. No other members survived the accident.

**SALT LAKE CITY, Utah** — A Beech Bonanza, piloted by S. Greenblatt, and carrying three passengers, disappeared approximately 50 miles south of Rock Springs, Wyoming.

The Colorado Civil Air Patrol, USAF, civilian volunteers, Colorado State Police and the Moffat County Sheriff's Department were all alerted to aid in the state-wide search.

More than 50 aircraft and 350 ground personnel took part. The mission was suspended due to heavy snow fall, low temperatures and high winds. Senator Gordon Allott of Colorado requested the mission be reopened and the search was expanded—still with negative results. The search areas were covered with several feet of snow and the mission was again suspended. Search efforts will resume when weather and ground conditions permit.

**SAN JUAN CAPISTRANO, Calif.** — A CAP search aircraft

located the site of the crash of a Cessna 150 that has been reported missing in flight between this city and Fullerton, California.

The pilot did not file a flight plan and was alone in the aircraft. He did not survive the crash.

**ANCHORAGE, Alaska** — Several mercy and rescue missions in which CAP played a prominent part have been reported to National Headquarters. This is the season of heavy storms and snows and many hunters have been caught unaware. Alaskan CAP has been called in several times during the past 45 days to aid in evacuation or search for those in distress.

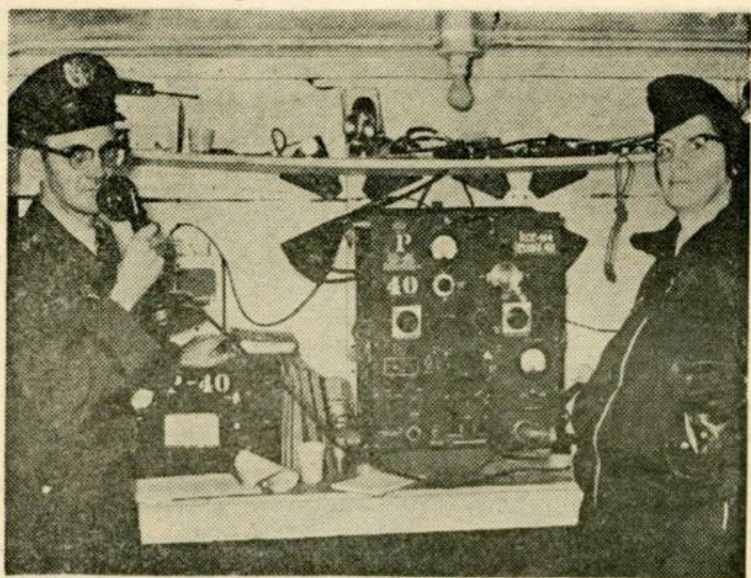
A pilot of the Galena Squadron flew an 11-month-old native girl from Galena to Tanana. The baby was running a high temperature and not responding to treatment. An Air Force medic accompanied the child to the Native Service Hospital.

A Kotzebue CAP plane flew A3C Donald M. Dumas from Cape Lisburne to Elmendorf Hospital. Dumas had suffered a broken arm and needed immediate hospitalization.

The Coast Guard of Juneau requested CAP assistance in locating Bob Beck who was overdue from a hunting trip to Young Bay. The mission was assigned to the Southeastern Group.

Beck was located by a CAP aircraft in the vicinity of Young Bay. A Coast Guard patrol boat picked him up.

Kenai CAP flew a two-year-old boy who had swallowed an over-



**COMMAND POST** communications center in mobile van set up for emergency use at scene of air disaster involving UAL Viscount in which 17 persons lost their lives. Left: Capt. Floyd Hinchey and Lt. Mae Hinchey, Carroll County Squadron. See story at the bottom of this page. (Photo by Robert Grauel)

dose of drugs to the Seward Hospital.

A King Salmon medic reported to the Rescue Center that a native was suffering from a gunshot wound in the calf of his leg. The bullet had broken the bone and remained in the leg. The King Salmon CAP unit flew the patient to the Native Service Hospital at Dillingham.

Seward CAP dropped emergency supplies to six persons stranded on Montague Island. They had been on a hunting trip but wind and weather prevented their return. They were later rescued by the crew of the ship "Taku Maid" and returned to Seward.

**THE COAST GUARD** at Juneau and Ketchikan requested CAP assistance in the search for two missing hunters, Alvin McKittrick and Jim Stocks. Both departed Ketchikan in an 18-foot boat. The mission was assigned Ketchikan CAP and the two men were located at Moth Point. Their boat had broken

free from its anchor and floated out to sea leaving the hunters stranded.

Anchorage CAP was notified that Doctors J. H. Shelton and D. B. Brown were overdue on a flight from Lake Hood to Hayes River area and return. The missing aircraft was located five miles north of Beluga Lake by one of the CAP search aircraft. Another ski-equipped CAP aircraft landed and picked up the two uninjured doctors. A broken ski prevented their plane from returning to Anchorage as scheduled.

The Kenai Squadron was called on for an emergency flight from Soldatna to the Providence Hospital. The patient was a two-year-old child suffering from a severe case of the croup. His throat was swollen shut requiring continuous mouth-to-mouth artificial respiration. Doctor Gaede accompanied the child during the flight so that a tracheotomy could be performed if necessary. The child was safely delivered in time to save his life.

## Maryland Volunteers Post Security Watch On Downed Viscount

CLARKSVILLE, Md.—For 187 consecutive hours, volunteers from the Maryland Wing CAP squadrons stood security watch over the wreckage of a United Airlines Viscount that had crashed into the woods on a Clarksville farm, killing seventeen persons aboard.

By ten o'clock on the morning the watch ended, a total of 571 CAP personnel had taken a turn on the round-the-clock vigil. The plane crashed on Nov. 23 and the security watch was terminated on Dec. 1, 1962.

"I think the boys have done a wonderful job," said Trooper First Class Raymond W. Andrews of the Randallstown Post of the Maryland State Police. "Some of the boys are young and this is their first experience at this sort of thing. They cooperated 100%, showed good organization and gave us good security."

It was the Maryland State Police that requested the CAP watch through the Eastern Air Rescue Center. Lt. J. P. Novicki, commander of the Westminster barracks and Sgt. P. M. Doolin of the Randallstown Post were in charge of the State Police operations at the crash site.

Most of Maryland's 29 squadrons were represented in the 112 volunteers who reported to the scene shortly after the tragedy. Catonsville Composite Squadron was first on the crash site. The unit was on a hike a few miles away when it was alerted. It returned to its headquarters on the double, loaded into the squadron bus and rode to the Clark Gaither farm in Clarksville where the airplane wreckage was still burning.

The plane had crashed in a wooded section at an angle so steep that it cut a swath barely 100 yards wide. It was only 100 yards away from a huge cornfield when part of the tail section fell away causing the plane to slice into the woods from an altitude of about 450 feet.

Clarksville is ten miles southwest of Baltimore City. The plane was United Flight 297 from Newark, N.J. to Atlanta, Ga., with stops at Washington, D.C. and Raleigh and Charlotte, N.C., said Russell Searace, Publicity Manager of United Airlines. It was on its let-down to approach National Airport in Washington shortly after noon and had been alerted to watch out for birds only a few minutes before the crash.

Civil Aeronautics Board investigation of the wreckage, reassembled at a United Air Lines hangar at National Airport, revealed that a 14-pound swan had rammed completely through the left stabilizer of the plane and another had hit the right stabilizer. Experts theorized

that the hole through the tail weakened the structure enough so it gave way.

Before darkness fell the first night, CAP had set up a "tent city" a quarter of a mile from the wreckage. A communications vehicle was in operation and in radio contact with Maryland Wing Headquarters which was flashing the alert to all Maryland squadrons.

**BLANKETS**, sleeping bags and other equipment came in from nearby squadrons as 90 cadets took their turn standing the watch, 40 feet apart, around the perimeter of the wreckage.

Eastern Baltimore Squadron arrived in full strength at nightfall but because there were already over 100 CAP personnel at "tent city" at that time, Lt. Col. Arthur V. Dupuis, Wing executive officer and mission commander for this operation, advised the unit to return in the morning.

The following day 135 more CAP personnel showed up early at the Gaither farm and relieved those who stood the first night's watch.

While representatives of CAB, United Air Lines, Vickers-Armstrong, Rolls-Royce, FAA and FBI people worked at the scene over the week-end, the watch continued. 205 more personnel from Maryland squadrons reported on the third day and alternated the duty while portions of the wreckage were removed in flat-bed trucks to the United Air Lines hangar in Washington.

One of the real heroes of the watch was Thomas Vente, who brought a Salvation Army canteen in from Baltimore on November 24, and stayed at the scene with hot coffee, sandwiches and fruit for the people at work there until the operations were secured. Lt. Col. Paul Thromberg and Maj. William Goodier of the Salvation Army in Baltimore sent their workers out at intervals to replenish Mr. Vente's canteen.

After the week-end, as the wreckage was slowly and carefully removed from the scene, the watch requirements diminished and only 58 CAP people were on hand through the fourth day, with an average of 12 per shift keeping up the 24-hour vigil for the balance of the week until the mission closed on the morning of December 1, nine-days after it began.

State police, federal investigators and United Air Lines officials had nothing but praise for the CAP seniors and cadets who participated.

D. R. Petty, senior vice-president of flight operations for United Air Lines, and E. P. Buckthal, assistant vice-president for engineering and maintenance, said that CAP had done a wonderful job.

**FRANK TAYLOR**, Civil Aeronautics Board power plant specialist in charge at the scene, said the work of the cadets was "real terrific."

"I am really impressed with their work and the seriousness of the cadets," said Mr. Taylor. "They aren't just playing soldier. They are well organized and equipped."

"We couldn't have done any better if we had paid personnel doing the work these cadets are doing," said S. L. Huntington, Air Lines Pilots Association's accident investigator and line captain for United Air Lines who added that he was also highly impressed by CAP's performance during the mission.

Colonel William M. Patterson, commander of Maryland Wing, who was on the scene and was interviewed for a television newscast on the day of the crash, was proud of his command's performance and let the squadron commanders know it at their meeting at Wing Headquarters.

"I am proud of this worthy counterpart of the USAF for the way it took hold of this task and finished this mission," Col. Patterson said in speaking of the security surveillance at the crash site, "I commend all who are taking part, particularly Colonel Dupuis."

Said Lt. Col. Dupuis, "I thank you all. The praise is for the squadrons participating and who have over the past week-end already put in more than 2000 man-hours in this mission."

By the afternoon of December 1 there was nothing left to indicate that anything had ever happened in the woods on the Gaither farm. The remaining pieces of the wreckage, of no further use to the investigators, had been buried and the scene covered over. "Tent city" was gone. The telephone booths which had been set up were taken away and the lines removed.

And CAP wrote "Finis" to this mission on its 21st anniversary.

(Ed. note: The above story is a combination of stories sent to CAP TIMES by Lt. Audrie Jack, IO of the College Park Squadron, and Lt. Col. Arthur C. Robidoux, IO Maryland Wing.)



**TAKING A MESSAGE** over his 24-hour radio complex is Lt. Robert B. Thomas, executive officer of the desert squadron at China Lake, Calif. Loaded with HF and VHF transmitters and receivers, Lt. Thomas' radio equipment almost fills one of the bedrooms in his home. His equipment serves as secondary radio central to the China Lake Squadron's headquarters operation. This officer also has a station wagon with transceivers to take any CAP or Civil Defense frequency in the area. (Photo by Read Wynn, Hq CAP-USAF)

## UNIT RECOGNITION

# Nine Outfits Cited for Aid During Hurricane Carla

**NATIONAL HEADQUARTERS**—Nine Louisiana Wing squadrons have won the CAP Unit Citation for their disaster relief services following devastation caused by Hurricane Carla in September 1961. In addition, another 13 units won the award for a variety of outstanding achievements ranging from search missions to missions accomplishments.

The Louisiana units honored are Acadia Composite Sq., Crowley; Houma Composite Sq.; Lafayette Composite Sq.; LaFourche Composite Sq.; Cut Off; Lake Charles Cadet Sq. and the Lake Charles Senior Sq.; New Iberia Composite Sq.; St. Bernard Composite Sq.; Chalmette; and St. Mary's Composite Sq., Morgan City.

**VIRGINIA WING**—The Wytheville Cadet Squadron was awarded the CAP Unit Citation for outstanding service in locating the wreckage of the deputy commander's downed aircraft as well as outstanding service in the Civil Air Patrol program.

**MARYLAND WING**—The CAP Unit Citation has been awarded to the Towson Composite Sq., for outstanding performance of duty in collecting trading stamps for the purpose of purchasing a Cessna 172 aircraft for Wing-wide use.

**SOUTH DAKOTA WING**—The Sioux Falls Composite Sq., was awarded the Unit Citation for its outstanding performance of duty in Redcap 28, a domestic emergency that existed during heavy spring flooding in Southeastern South Dakota.

**MARYLAND WING**—Another unit in this Wing, the Gwynn Oak Composite Sq., received the CAP Unit Citation for outstanding assistance given during the erection of two quonset huts as an annex to the Wing Headquarters building.

**TEXAS WING**—The Austin Composite Sq., received the CAP Unit Citation for its meritorious service above the normal call of duty during Hurricane Carla by flying more than 95% of the blood plasma flights into the stricken area in September 1961.

**COLORADO WING**—The Colorado Wing Staff were awarded the Unit Citation for meritorious service and completion of many difficult tasks and missions which set it apart from all counterparts for the period of 30 September 1960 to 2 October 1962.

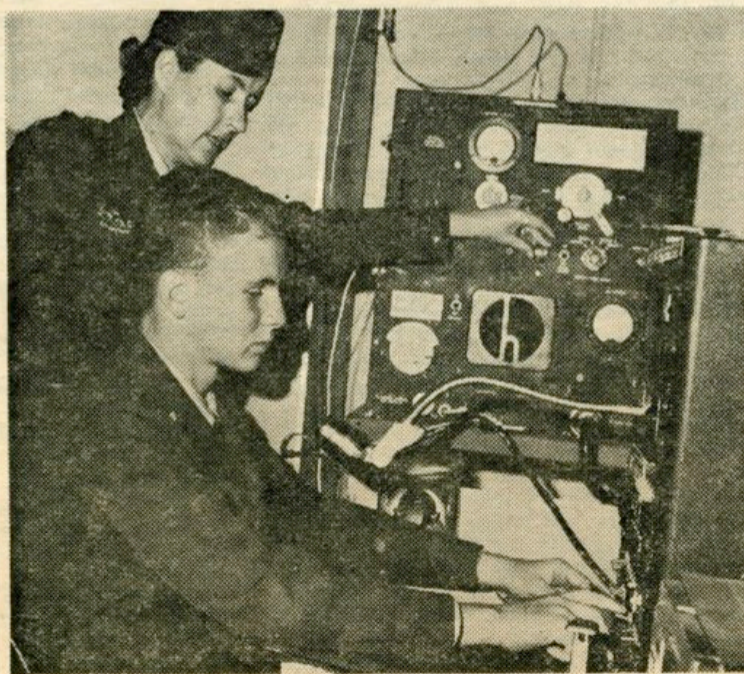
**KENTUCKY WING**—The Padu-

cah Composite Sq., received the Unit Citation for performance of cadet activities and training from 1 June 1959 to 31 May 1962.

**NORTH CAROLINA WING**—The following units of this Wing received the CAP Unit Citation for meritorious service during CAP Friendship Day Programs, on which day an aircraft accident occurred and the cited units took emergency action: Headquarters Group VIII; Federal Point Composite Sq.; Cape Fear Composite Sq.; and Wilmington Composite Sq.

**ALASKA WING**—The CAP Unit Citation was awarded the Elmendorf Cadet Sq., for exceptional and outstanding civic performance during the period August 1960 to August 1962.

**MARYLAND WING**—The Annapolis Composite Sq., was awarded the Unit Citation for outstanding performance of duty in securing contributing Patrons from 1 March 1961 to 30 Sept. 1961.



**CAP CADET SON** follows in mother's footsteps here as WO Margaret (Pat) Smith, CAP, shows her boy, Cadet Louis A. Smith, some fine points about radio central at China Lake Composite Squadron's headquarters during regular broadcast check period. WO Smith, a native of San Bernardino, Calif., is employed in the engineering department of NOTS, China Lake. The squadron CO, Lt. Col. Fred Richards, monitors from his own CAP set at home and often directs routine squadron matters by radio. (Photo by Read Wynn, Hq CAP-USAF)

# China Lake Only CAP Squadron Serving an All-Navy Community

By READ WYNN

**CHINA LAKE, Calif.**—One year ago this month the tranquil desert life of Indian Wells Valley in this upper Mojave region was shattered by an airplane crash a few miles west in the Sierra Nevada Mountains. It was a freakish, near-fatal crash; no one literally walked away when the two-seated Ercope smashed bottomside into a forty-degree incline, but the CAP pilot and his cadet passenger are alive today.

From the accident emerged an act of heroism that won for James Ronald Aaron, the 14-year-old cadet passenger on a routine CAP orientation flight, the Bronze Medal of Valor. It was he, many dark hours after the ill-fated Sunday afternoon takeoff from Inyokern Airport ten miles from here, who led searchers with his shouts to the site. They got there in time to remove the unconscious pilot, Lt. Francis 'Bud' St. Louis from his crumpled seat and lift him gently down through the rough canyon to medical attention.

The boy, broken and bleeding, had dragged himself to a higher point to signal for searchers; he kept his wits until the small hours of Monday morning when ground parties arrived.

Lt. St. Louis and Cadet Aaron are members of one of Civil Air Patrol's most unique units—China Lake Composite Squadron 84, also known as DART, for Desert Area Rescue Team. And the desert squadron is in every sense a team. It is led by impeccable Lt. Col. Fred Richards, 13-year veteran of CAP, founder of the China Lake Squadron in 1956 and its commanding officer since. Exuding enthusiasm backed up by an equally CAP-minded wife, Captain Louise Richards, the Colonel's innate dignity and action-demanding mein produces a closely knit, select organization of 45 seniors and 21 cadets.

China Lake Squadron is the only CAP unit located in a Navy community, and China Lake is the only city fully owned and operated in the United States by the U.S. Navy. It is named for the dry lake, still there, which history claims was once panned for gold by early Chinese prospectors.

Of the 12,000 souls in China Lake the civilian employees outnumber the Navy's officers and enlisted men "aboard" by three to one, for most of them are specialists engaged in research, develop-

ment and testing to produce defense weapons of tomorrow for the Navy, Air Force, Army, and Marine Corps.

The ten-acre Michelson Laboratory contains employees with doctorate degrees in most of the sciences, a good portion of the lab's 1,600 workers, part of the Naval Ordnance Test Station (NOTS, it's called)—the sole reason for this boomtown development center and desert city.

The Navy cooperates fully with the China Lake Squadron and provides two buildings. There is an adjacent parade ground, all in an area where CAPers are undisturbed by the desert-bound sailors, the roaring supersonic track, and formula-spouting scientists in the 1,900-square mile test range of the great Mojave. (The track, called SNORT, is similar to the one at nearby Edwards AFB where Air Force Col. John P. Stapp made history in 1954 in a 632-mph sled run.)

The desert squadron at China Lake is in the heartland for desert communications and, for a 60-odd member squadron, is superbly equipped. Radio center is in the headquarters building while the alternate, multi-frequency station is in the home of Colonel Richards' executive officer, Lt. Robert B. Thomas. In addition, there are five home stations checked nightly, and the squadron has six stations in private vehicles.

A CAP corporation-owned communications van has four CAP channels and one VHF for local Civil Defense coordination. One member, Lt. Paul Byus, bought a mountain-climbing power wagon, radio equipped especially for DART use. The squadron has two jeep trailers one with a 110-volt gasoline generator. The squadron also operates three jeeps, a bus and fully equipped ambulance—all CAP corporation owned. The ambulance was obtained from the Navy.

China Lake is the hub of CAP activity in the upper Mojave desert. For aerial search the unit has ten pilots and six member-owned, single-engine aircraft. They fly mostly out of Kern county's Inyokern Airport, managed by CWO Joe Kilgore and his wife, Sue, a CAP warrant officer, both active China Lake Squadron members. There was an Inyokern squadron but it merged with the China Lake unit in 1961. Sometimes aircraft use Davis Field, a small strip at Ridgecrest, thriving community adjoining the NOTS boundaries.

Colonel Richards claims a high degree of selectivity for membership in his desert squadron.

"We screen prospective senior members concerning their attitude toward the cadet program," Richards said. "They must be motivated in this direction as well as in flying." Seniors meet one night weekly and cadets meet another, the commander said; a monthly joint meeting is held.

Lt. Arlyn L. Brandt, the squadron's aerospace education officer, works in the NOTS Technical Information Department (TID) with Colonel Richards. Lt. Brandt said, in addition to the CAP texts, there is a regular schedule of training in communications, first aid and meteorology. At least one search and rescue exercise is held annually by the squadron.

**STRONG EMPHASIS** is placed on first aid, with qualified instructors of the NOTS safety department, the Bakersfield Junior College branch at Burroughs High

School, China Lake, and the high school itself dividing the instruction for older cadets.

WO Robert T. Downing, technical writer with NOTS, joined the squadron in 1961 as CAP-CD coordinator and has developed close rapport in the area.

Commandant of cadets is Major Wilbur O. Hamilton, CAP, also a retired Air Force officer since 1945. He is an electronics technician at NOTS. A qualified mission commander, Major Hamilton holds single, twin and multi-engine licenses.

A leading citizen of adjacent Ridgecrest is the desert squadron's operations officer, Lt. Mathias Hugo, Jr., a Certified Public Accountant. He is president of the Ridgecrest Chamber of Commerce and chairman of the Kern County Desert Industrial Action Committee. He has been flying for five years and owns an Ercope. He has logged more than a thousand hours which is considered exceptional for a hobbyist by military aviators.

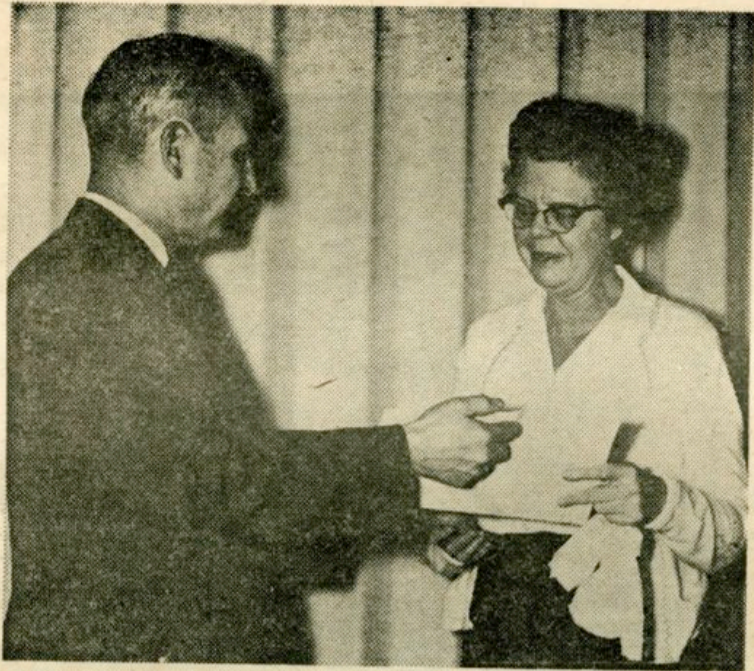
Major Paul H. Miller, former Navy aerographer's mate and employee of NOTS's Atmospheric Studies Branch, is the desert squadron's mission commander. He was commanding officer of the old Inyokern Squadron. Although he has commanded 50 missions, Major Miller has never flown one. "I'd sure like to fly for a change," he said. He was a cadet in the Newton-Waltham Squadron of Massachusetts Wing CAP from 1945-1948 before joining the Navy. He came to NOTS and China Lake in 1952.

**THE SENIOR** training officer is Lt. Maynard T. Craig, a guided missiles technician at Michelson Laboratory NOTS. He was CAP squadron commander in 1941 at Twin Falls, Idaho (where searches for B-17 bail-outs were frequent, with Gowen Field at Boise) and was a flight instructor in World War II. He's had a commercial pilot license for 25 years and also holds an Aircraft and Power Mechanic's license.

Innovation to the desert squadron is participation by pre-examined, selected cadets—one at a time—in the China Lake Soaring Club conducted by CAP Lt. Fred Scheberies, NOTS aeronautical engineer, who also trains desert squadron cadets in rocketry, propulsion systems, missiles, space sciences, the planetary system, and other basic astronomical subjects.

First China Lake Squadron cadet to solo in a glider is Michael J. Fullerton, now a senior member and IBM employee at NOTS. Under instruction now is Cadet Lt. Robert Meyer of Ridgecrest. The club has two gliders in operation and four under construction. Lt. Scheberies says it usually takes many hours of hangar training and six hours flying time before a cadet can solo. "This training costs the cadets nothing but time," he said. Lt. Scheberies, a graduate of California State Polytechnic College, flies his own Mooney Mk 20A.

Guiding light of this desert squadron at China Lake, Colonel Richards, recently received the California PTA Honorary Life Membership award for nearly 40 years of outstanding leadership in youth and civic organization. He was cited for his many years as a Sunday school teacher, Scoutmaster and Los Angeles District Scout Commissioner, and his 13 years in CAP's California Wing. He is assistant to the head of the publishing division of the Technical Information Department at NOTS.



**TEN YEARS OF SERVICE**—Mrs. Sally Miller, familiar to readers of CAP TIMES as the author of the "Women in CAP" column is shown here receiving a ten year certificate and pin from Col. Paul C. Ashworth, national commander of the Civil Air Patrol. Mrs. Miller completed 10 years of employment with the Federal Government this year. She received the awards at a luncheon held by the Information Office staff at Ellington AFB, Texas. Mrs. Miller is a staff writer in the Office of Information.

## Exchange Program Lauded By New Zealand Visitor

**NATIONAL HEADQUARTERS**—"Fantastic and terrific!" is the way Mr. James Caudwell of Rotorua, New Zealand, expressed his opinion of the Civil Air Patrol's annual International Air Cadet Exchange program. Mr. Caudwell was discussing the IACE with Lt. Col. Joseph H. Friedmann, chief of information, while making a one-day visit to National Headquarters, CAP, at Ellington AFB, Texas.

Under-Officer Caudwell, as he is referred to at home in #29 Squadron, New Zealand Air Training Corps, is on a world tour and stopped at National because of his interest in Civil Air Patrol, its programs and its people.

The Air Training Corps to which Mr. Caudwell belongs is similar to the CAP with cadets entering the program at 14 and remaining cadets until they are 18. After that they may elect to continue their training in the Under Officer's Course which leads to a commission in the Corps. They are then known as Pilot Officers. Under-Officer Caudwell, at 22, is in this phase of training and looks forward to receiving his commission in about two years.

In 1960 New Zealand was to enter the IACE program, but because of airlift problems had to cancel. James Caudwell was one of the men chosen to come to the United States that year. He explains that he was very disappointed and since coming to the United States on this trip realizes anew just how much he missed in 1960.

In talking about the Civil Air Patrol cadet programs, Mr. Caudwell said, "I hate to see youngsters doing nothing—wasting time—and your Civil Air Patrol certainly provides a worth while program that is interesting and useful."

In talking about the cadets he has met already Caudwell mentioned visiting the Hawaii Wing Summer Encampment and being very impressed with the unit. He added that the uniforms cadets wore were always neat and clean and cadets seemed to be very proud of them.

"I have not had an opportunity to visit CAP units on the mainland yet, but I intend to see as many as possible on my trip across your country," he said before leaving National Headquarters.

**WHILE AT NATIONAL**, Mr. Caudwell discussed the importance of training youth and made a comparison of the CAP cadet educa-

tion program to basketball (which is his favorite sport). He said, "If you can teach the fundamentals of the game (basketball) to 12 year olds it gives them a good start upon which to build really good players. The same is true with your CAP training program. Teaching the youngsters early gives them a real advantage as they grow up in this aerospace age."

"The youth of a country make its best ambassadors. In New Zealand we take part in a student exchange program with schools in the United States. We really look forward to American students arriving in New Zealand. They are always so energetic and interested."

Mr. Caudwell's travels in the United States will take him across the southern part of the country to Florida. From there he intends going up the eastern sea coast to Washington, D.C. After spending some time there he will return west, across the central section of the country, to California. From there his plans call for a trip into Washington and back across the north west section of the nation to Chicago. He sails for England from New York in August.

## FAA Issues Guide For Examinations

**WASHINGTON, D.C.**—A new guide to assist pilots in preparing for the Airplane Flight Instructor written examination has been issued by the Federal Aviation Agency.

The 46-page booklet outlines the type and scope of aeronautical knowledge required of the Flight Instructor and emphasizes current teaching techniques and procedures. It supersedes a 14-page guide issued in 1958.

Contents include a study outline for the written examination, a list of appropriate study references, and a sample examination. A new section—"Explanation of Answers to the Examination Test Items"—has been added to provide insight on the application of instructional and aeronautical knowledge to the situations posed in the sample examination.

Copies of the Airplane Flight Instructor Examination Guide are available from Superintendent of Documents, U.S. Government Printing Office, Washington 25, D.C., at 40 cents.

# Maximum Effort Pledged by Wing In Education and Emergency Aid

**BALTIMORE, Md.**—Maximum effort has been pledged by the Maryland Wing in the fields of aerospace education and emergency services this year, officials here said during a discussion of the wing's evaluation report for 1962. Officials reported that Dr.

George B. Brain, superintendent of Baltimore schools, is introducing the education plan to teachers in that city.

Col. William M. Patterson, wing commander, outlined the goals for Maryland at a meeting of unit commanders in Baltimore.

The evaluation report, presented at the meeting, showed a unit achievement average of 56.1% with 14 squadrons and two groups exceeding this figure.

Middle River Composite Squadron, Major Osborne L. Rider commander, led the field with a final average of 82.3%. Severna Park Cadet Sq., commanded by Major Leonard J. Carter, was second with 77.6% and Captain Claude C. Parkinson's St. Mary's Composite Squadron was third with 73%.

Group One with Lt. Col. Harvey B. Weeks in command, tallied 59.3% and Group Two, Lt. Col. Hesbia C. Foster, commander, topped the average by 56.2%. Twenty-seven squadrons and three groups were evaluated for the year.

"We have made certain remarkable achievements in the past year and have failed in other instances," said Col. Patterson. He noted that corrective actions have been taken in the weak areas and that the 1963 goals will raise the standards throughout the entire wing.

Col. Patterson cited emergency services as one of the two most important reasons for CAP existence and has set a goal of 70 privately owned airplanes and 176 pilots available for this program.

**THE EVALUATION** report covered the squadron's senior and cadet membership, certificates of proficiency, pilots, observers, member-owned aircraft, attendance at commander's meetings, cadet orientation flights, seminar attendance, chaplains, communications, special activities nominations, encampment attendance, SARCAP and REDCAP performances, information program, inspection ratings and ratings by group and wing commanders.

Reports considered in the evaluation were the required monthly flying, communications, cadet activities, information and chaplain reports as well as the annual financial report.

Col. Patterson noted the largest summer encampment ever held by the Maryland Wing was during 1962 and the new cadet officers candidate school program was an unqualified success.

Commanders in the Maryland Wing were advised by Col. Patterson that the evaluation report—the first complete report of its kind presented in Maryland—should be taken in the right spirit and used as a guide for 1963.

The report was compiled by 1st Lt. James P. Gilmore, project officer, and 1st Lt. Mona Skaggs, assistant director of administrative services, from reports submitted through the year by wing deputies and group commanders.

## Smasharama

**MEDIA, Pa.**—Members of the Media Medical Squadron of the Civil Air Patrol sponsored a Smasharama as part of an extensive fund raising drive recently.

Senior and cadet members of the unit worked together to place battered but brightly painted jalopies at two Philadelphia stores. Squadron personnel, well supplied with sledgehammers, then manned the jalopies for the three day period of the drive.

At the end of the three days the cars were demolished and the squadron's medical fund was considerably increased.

## Education Workshops Set In North Carolina, Alaska

**HIGH POINT, N.C.**—Dr. L. M. Hays, chairman of the department of Sociology at the High Point College, who is also a Lt. Col. in the Civil Air Patrol, North Carolina Wing, will conduct an aerospace education workshop at this college for elementary and secondary public school teachers.

Lt. Col. Hays, when on duty with the CAP, is deputy director of aerospace education for the Wing. He will be assisted in the High Point College workshop by two USAF Reserve officers and local CAP personnel.

The workshop, co-sponsored by the Civil Air Patrol and the U.S. Air Force, will deal with the development of aviation, aviation in industry, transportation and national security, and the types, functions and operation of various kinds of aircraft. The course will run from June 12 through July 1.

Field trips are planned to Cherry Point Marine Air Station, Greenboro-High Point Airport and the Charlotte Airport.

**ANCHORAGE, Alaska**—For the third year the Alaska Wing of the Civil Air Patrol will sponsor a Space Age Education Workshop at Elmendorf AFB, Alaska, from June 24 through July 19 of this year.

The Alaska Wing is working in conjunction with the University of Alaska, the USAF in Alaska, and the State's Department of Education.

Those attending the course may earn graduate or undergraduate credits if desired. For complete information and application contact Major Fred Henderson, USAF Liaison Officer, Box 1836, Anchorage,

Alaska, or 1st Lt. Edward J. Nash, CAP, Space Age Education Workshop, P.O. Box 1836, Anchorage, Alaska.

## Officers Writing Book on CAP

**NATIONAL HEADQUARTERS**—Captains Bob O'Hara and Donn Munson, both of the San Fernando Composite Squadron # 35, California Wing, were recent visitors to National Headquarters. The two CAP officers were doing some research for a book on CAP tentatively titled, "Not For Glory—Not For Gold".

Their proposed book will include chapters on typical squadron operations, liaison work with the USAF and Civil Defense, disaster procedures, mercy flights, communications, cadet aerospace education program, women in CAP, and outstanding acts of heroism.

Capt. Munson, a writer who formerly worked for the Walt Disney Studios in Hollywood, and Capt. O'Hara, who was technical advisor on one of the Dick Powell television programs dealing with the USAF, would appreciate anecdotes, mission reports of outstanding searches or rescues, or any allied material concerning CAP activities from 1941 to the present time.

Material should be addressed to either of these two Squadron # 35 officers in care of the Information Officer, National Headquarters, CAP-USA, Ellington AFB, Texas. Contributions should not include anything that has already appeared in CAP TIMES. This material was made available to the writer-illustrator team during their stay at National Headquarters.

## Cap Calendar

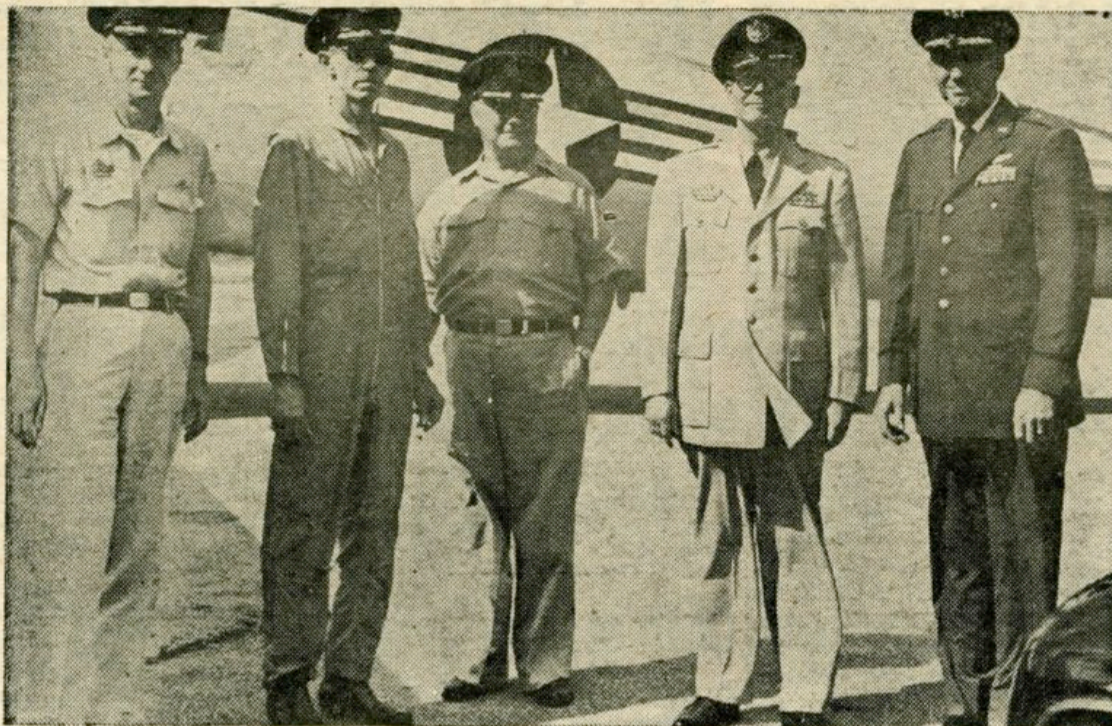
### Region Conferences

|                       |             |                                |
|-----------------------|-------------|--------------------------------|
| Pacific Region        | May 3-5     | Portland, Oregon               |
| Southeast Region      | June 6-9    | Hollywood, Florida             |
|                       |             | Diplomat Hotel                 |
| Middle East Region    | Aug. 23-25  | Wilmington, Delaware           |
|                       |             | Hotel DuPont                   |
| Rocky Mountain Region | Sept. 6-8   | Jackson Hole, Wyoming          |
| Great Lakes Region    | Sept. 13-15 | Milwaukee, Wisconsin           |
|                       |             | Plankington Hotel              |
| Southwest Region      | Sept. 20-22 | Dallas, Texas, Adolphus Hotel  |
| Northeast Region      | Oct. 18-20  | Poland Springs, Maine          |
|                       |             | Poland Springs House           |
| North Central Region  | Sept. 28-29 | St. Joseph or Kansas City, Mo. |

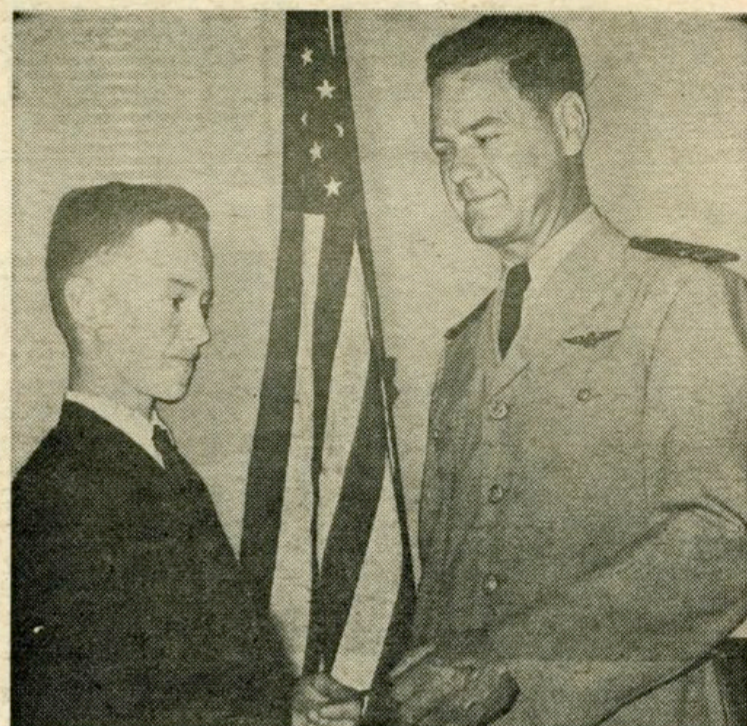
(Ed. Note—Calendar of Events in the February issue of CAP TIMES contained numerous typographical errors. Correct dates and site of events are re-published for your information and planning purposes).

### Special Activities

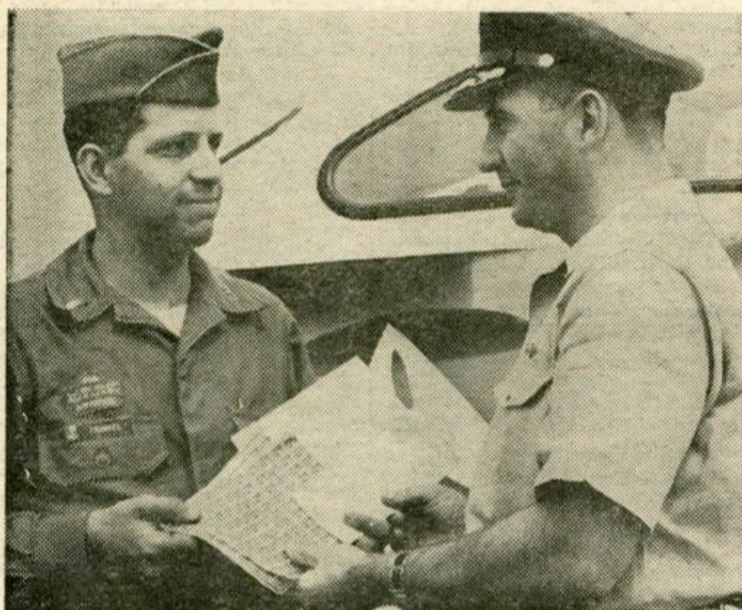
|                                      |             |   |
|--------------------------------------|-------------|---|
| National Executive Committee Meeting | Mar. 22-23  | Ellington AFB, Texas                      |
| FAA Orientation Course               | June 23-29  | Oklahoma City, Okla.                      |
| New York Phase IACE                  | July 19-22  | Waldorf-Astoria Hotel, N.Y.               |
| Jet Orientation Course               | July 21-27  | Perrin AFB, Texas                         |
| Washington Phase IACE                | Aug. 2-6    | Manger-Annapolis Hotel, Washington, D. C. |
| Aerospace Age Orientation Course     | Aug. 11-17  | Maxwell AFB, Alabama                      |
| Space Age Orientation Course         | Aug. 25-31  | Chanute AFB, Ill.                         |
| National Drill Competition           | Aug. 5-9    | USAF Academy, Colorado                    |
| Aviation Events                      | Sept. 11-14 | Washington, D. C.                         |
| Air Force Association Meeting        |             |   |



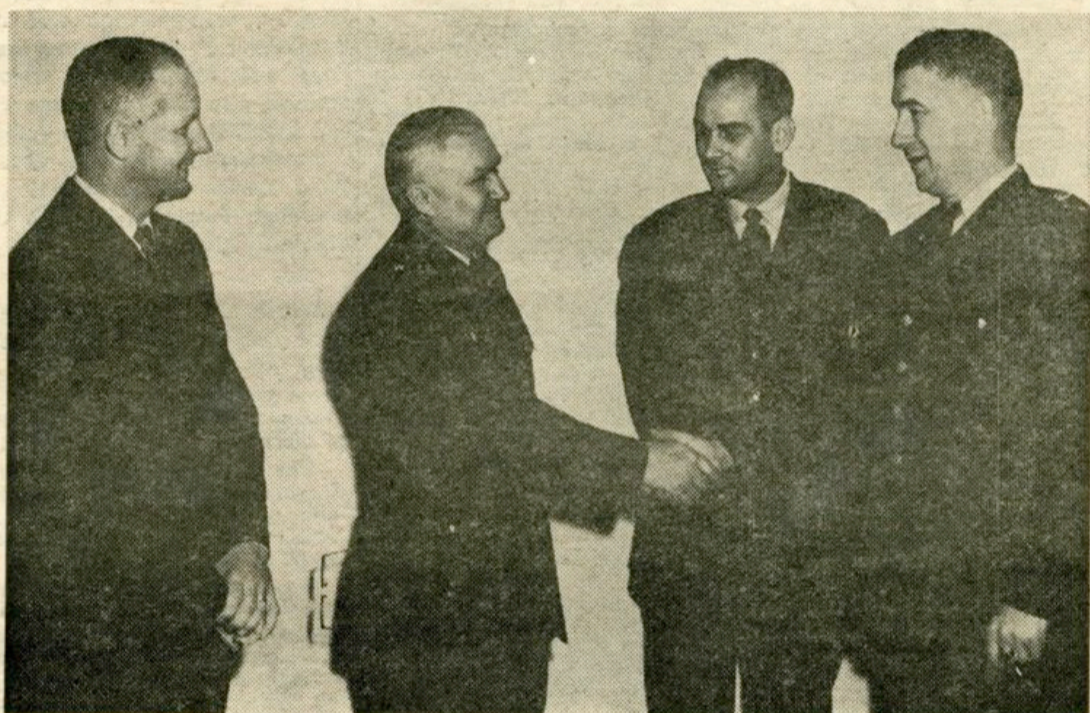
**GENERAL'S VISIT**—Brig. Gen. C. Cunningham, USAF Chief of Search and Rescue, is shown here (far right) upon his arrival at the Miami International Airport where he was met by members of the Florida Wing, CAP. General Cunningham took time to meet with CAP personnel during a visit to Florida and commented on the Wing's 1963 selection board for special activities. Shown with the General are (l. to r.) Lt. Col. J. C. McDonald, flying safety officer; Lt. Col. Al. Whiteside; Lt. Col. George Fisher, director of training, and Colonel Zack Mosely, creator of comic strip character "Smilin' Jack" and former Wing commander. Major Van Ness H. Barnard, USAF liaison officer and Lt. Col. E. J. Campeau, Wing IO, were also on hand to meet the General. (Photo by Lt. Col. E. J. Campeau, CAP)



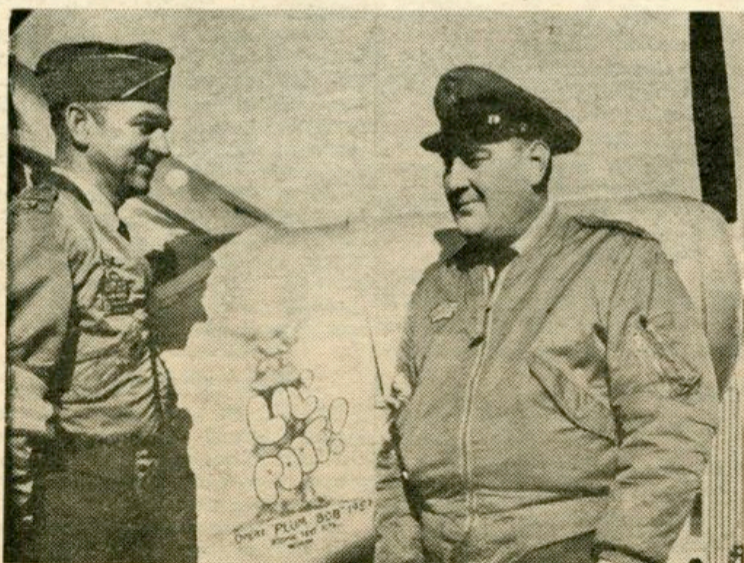
**NAVY AND CAP**—This father-and-son combination in the Civil Air Patrol brings the Navy and CAP together in the same unit. Shown here is Lt. Donald S. Buell, USNR, instructor in the Florham Park Sq., New Jersey Wing, presenting a cadet membership card to his son, Ray. Lt. Buell, a former Naval pilot, is also a CAP member and an instructor under the Reserve Officer program that will earn him points toward retirement and promotion in the Reserves. Lt. Buell is a search pilot for the CAP unit and wears senior pilot wings when on CAP duty.



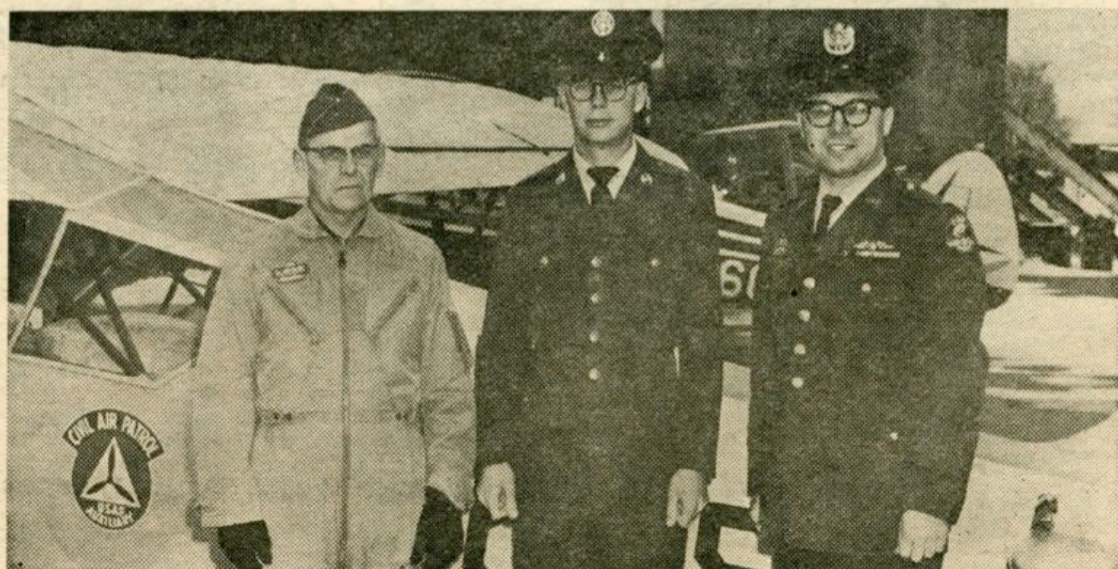
**TRADING STAMPS**—Lt. Harold Frankel (left) member of the Brooklyn Group, New York Wing, presents 2000 savings stamps to Lt. Col. John McNulty, executive officer of the N. Y. Wing, as part of a massive collection of stamps to purchase a glider for the Wing. Members of the Brooklyn, Manhattan and Staten Islands Groups participated in a weekend bivouac and practice search mission where the stamps were collected and presented to Lt. Col. McNulty.



**GREETs STUDENTS**—Col. Laverne A. Parks (right) commandant of the U.S. Army Chemical Corps School, welcomes (from left) Mr. Thomas H. Holcomb, Washington Office of the Civil Defense; Major James McCain, commander, Guntersville CAP Squadron; and Major Jack M. Williams, commander of the Anniston CAP Squadron. These CAP and CD officials, along with other students, attended a two-day course especially set up for the Alabama Wing, CAP, to instruct in radioactive fallout and radiological survey under the Civil Defense program.



**PLANE WITH A PAST**—The Southeastern Group's aircraft, a PA-18, is one of those planes with a past. The plane, named Lil' Poof, flew missions during the 1957 operations "Plum Bob" at the atomic test site in Nevada. Recently, Lil' Poof performed another service when she was the aircraft flown by Major James Heintskill (left), Group executive officer and Lt. Col. Marshall E. Lambrecht (right) Group commander, to three Wisconsin cities during "Operation Against TB."



**CHECK-OUT FLIGHT**—Senior Tom Mullen (left) is shown here with his son, A3C John Mullen (center) shortly after the father and son team returned from a final check-out flight in the Cape Girardeau CAP Squadron aircraft. A3C Mullen was approved for pilot license following the flight. At the right is 1st Lt. Fred Pearson, squadron operations officer. A3C Mullen has retained his membership in Civil Air Patrol even though he is presently assigned to Lowry AFB, Colorado, as a USAF electronic technician.



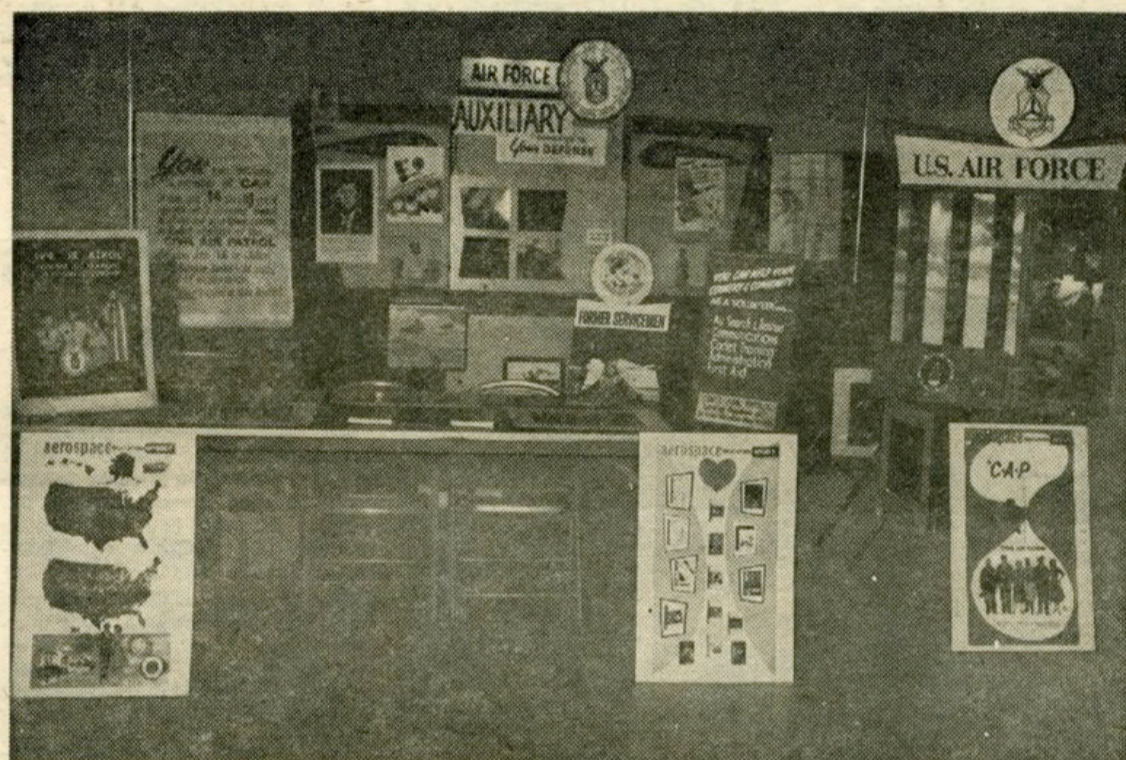
**CLOSE LOOK**—After having heard a lecture by Alfred Hulstrunk, NASA Spacemobile Lecturer, 25 CAP cadets and six seniors were invited up on the stage for a close look and questions. From left, are Cadet Patrick Mortus, Hulstrunk, Lt. Pierrette Wise, Cadets Tomothy Butz, Richard Crislip. At rear is CWO Charlie Butz. The CAP group, all members of Mid-City Squadron 1401, Ohio Wing, attended the NASA Space Science Fair in Cleveland.



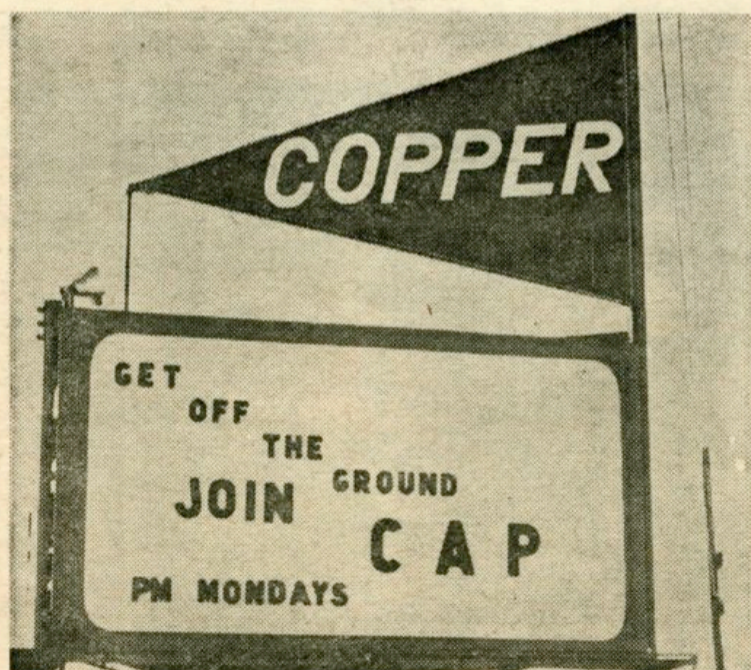
**CERTIFICATE OF APPRECIATION** — Tech. Sgt. Ed Taylor, USAF, and Capt. Lillie Brooking, California Wing, display the U.S. Air Force Certificate of Appreciation which was recently presented Capt. Brooking. A letter signed by Col. Al Oppelt, USAF, recruiting detachment commander, accompanying the certificate, commended radio and TV programs which resulted from Capt. Brooking's efforts while information officer on the California Wing staff.



**CADETS GO NAVY**—Four CAP cadets are pictured here with two of their Navy hosts during a visit to the Los Alamitos Naval Air Station in California. Occasion for the Navy tour was a three-day visit to the San Pedro Cadet Sq., of 40 cadets from Tuscon, Arizona. The Arizona cadets were guests of their California counterparts for three days of sight-seeing as the first of a planned annual exchange between the squadrons. Shown here are (l. to r.) Cadet Patricia Crist, Tuscon, Ariz.; Seaman R. L. Timothy, USN; Cadet Lt. Mitzi Holt, San Pedro, Calif.; Cadet Trudi Glassbrook, Tuscon; Chief Edward Baron, USN; and Cadet Lillian H. Hoyny, Wilmington, Calif.

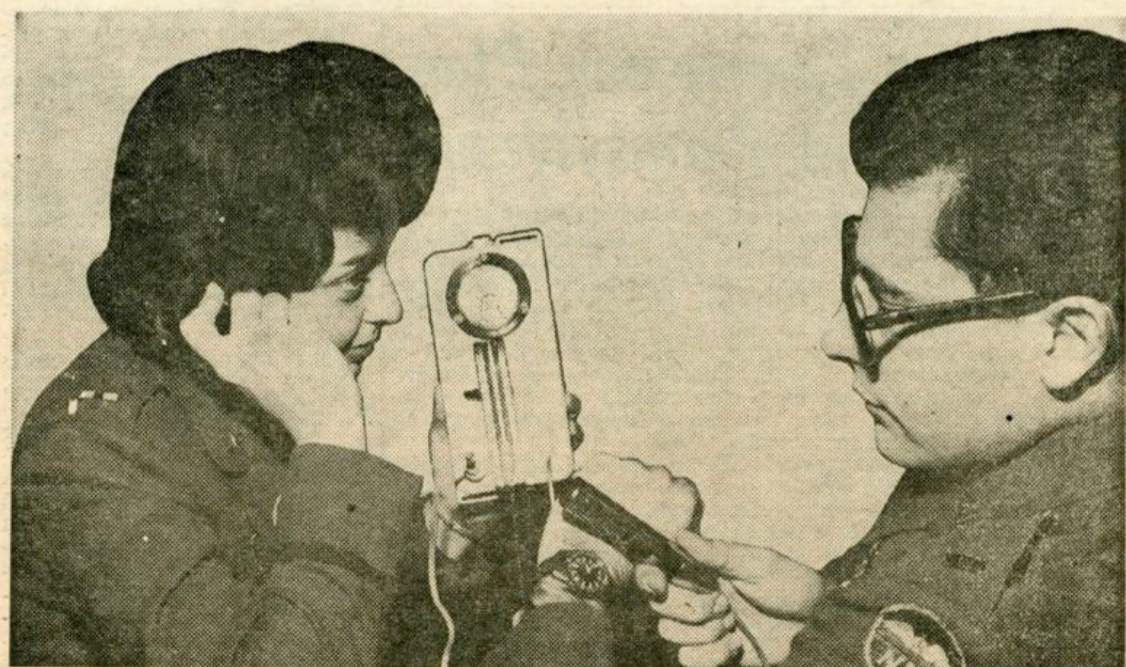


**RECRUITING BOOTH**—The Lansing Composite Squadron, Michigan Wing, set up this Civil Air Patrol information booth at the annual Rod and Custom Auto Show in Lansing's Civic Center recently and harvested 45 new senior and cadet members for the squadron. The booth was designed by CWO James M. E. Bower, unit IO who is also recruiting and orientation officer. The booth was manned by two seniors and two cadets from the Lansing unit for the three days of the auto show.

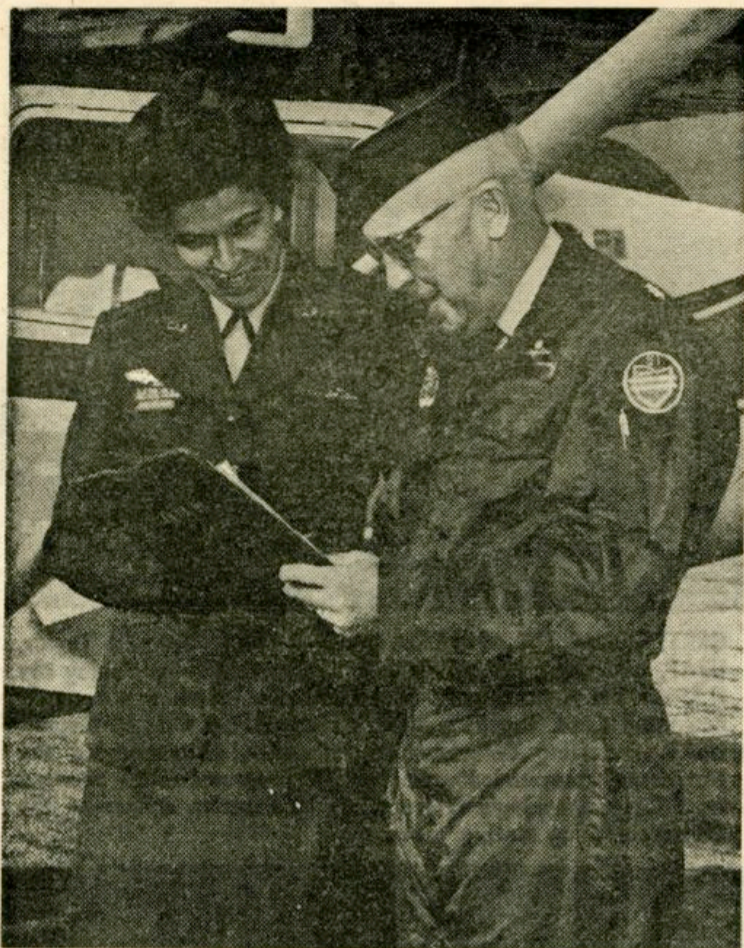


**RECRUITING SIGN**—This obvious sign about the Civil Air Patrol has brought much favorable comment and attention to the CAP squadron in Silver City, New Mexico. Using this sign on U.S. Highway 260, 180 and 90 east of the city was a cadet project to recruit new members. The sign space was devoted to CAP advertising for six weeks.

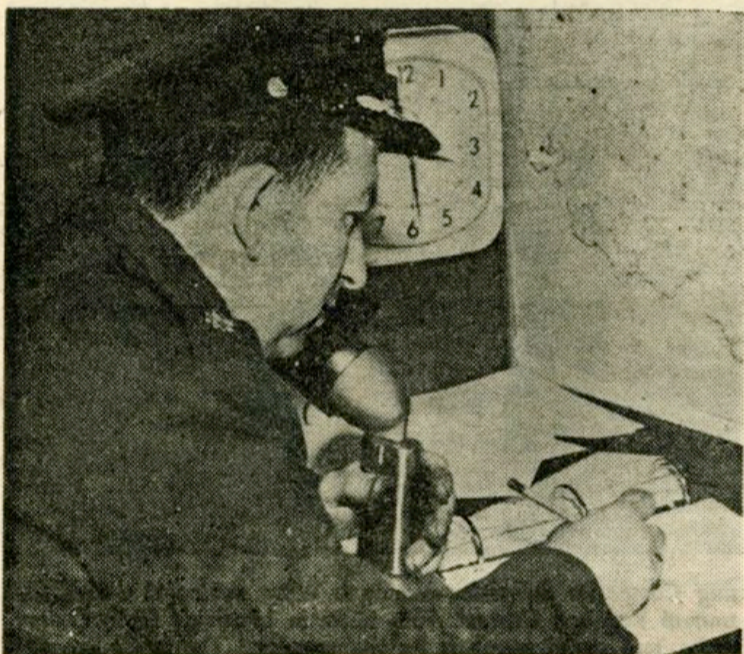
(Photo by Lt. Col. M. A. McKinney, CAP)



**HUSBAND-AND-WIFE TEAM**—Attending a Civil Defense Radiological Training course recently in New York City was this husband and wife team of WO Marie Petti and Lt. Ciro Petti of the Brooklyn Group, Civil Air Patrol. They are shown here practicing with a geiger counter. The one-day sessions on radiological training covered fallout, fixed monitoring instruction, effects of radiation and radiation detection. Over 300 persons attended the courses held in New York City, Long Island, Albany, Plattsburgh and Buffalo.



**FLIGHT PLAN CHECK**—Two Ohio Wing pilots, Lt. Marge Betzler and Lt. Col. H. E. Clybourne, Group VIII, check over flight plans before beginning a mission.



**RADIO WORK**—Lt. Col. George Crider, director of communications for the Ohio Wing, works over this log book while keeping in touch with pilots and crews flying missions during the state-wide exercise.

## Domestic Emergency Plan Published in Pennsylvania

ALLENTOWN, Pa.—A big editorial project in the Pennsylvania Wing has been completed with the publication and distribution of the Civil Air Patrol-Civil Defense Domestic Emergency Plan SOP relating to Pennsylvania. The SOP covers all phases of wing activity, including air search and rescue and USAF-ordered missions.

The project required more than 200,000 sheets of mimeograph paper, hundreds of manhours of time consumed in writing, editing and stencil cutting prior to final publication. Much time was required in assembling the thousands of sheets of printed paper and forms to be bound into a single volume.

Cadets from Allentown Optimist Squadron 801 did much of the job. Wing staff officers whose sections were involved came to Wing Headquarters to supervise their particular operations.

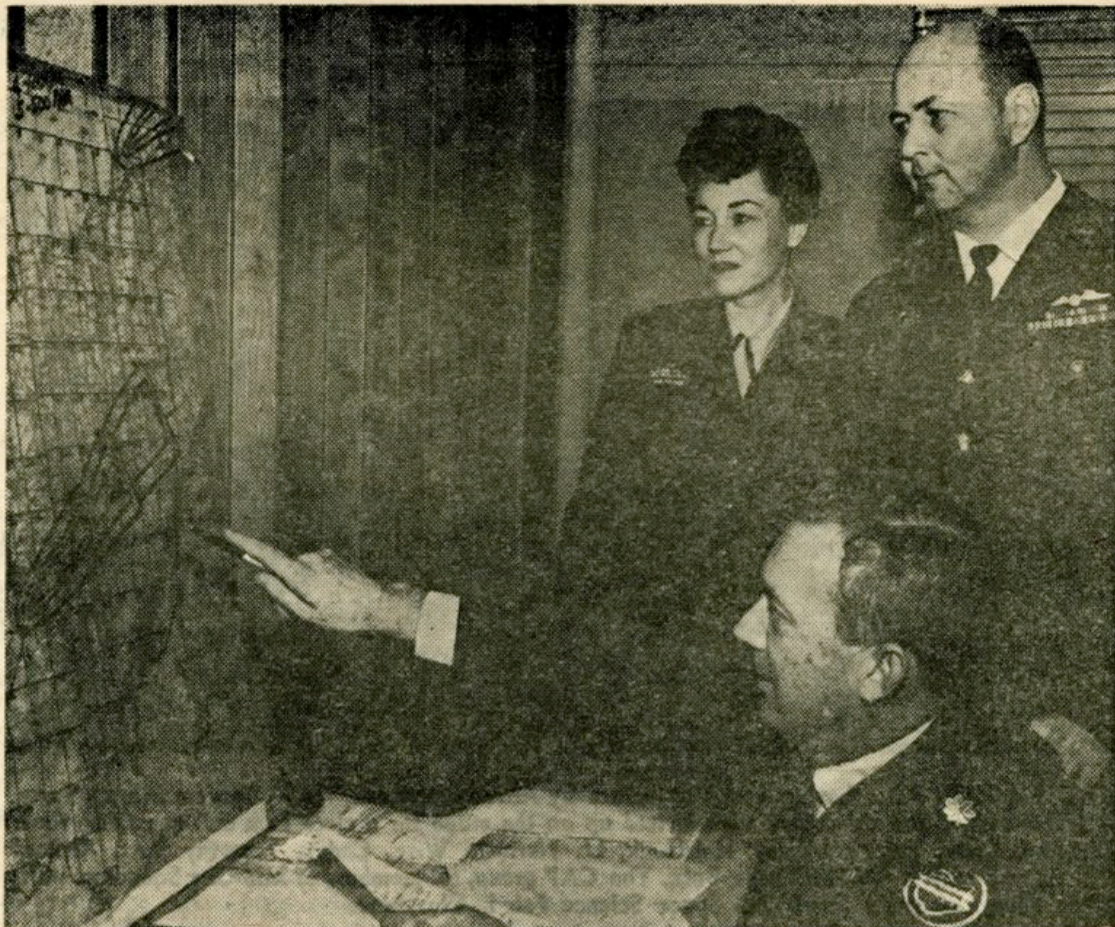
The end of the long task saw 550 copies for distribution to

all squadrons in the Wing, Civil Defense Agencies and to Region and National Headquarters.

The SOP is a detailed book that covers all joint Civil Air Patrol and Civil Defense operations as they would apply in the event of a domestic emergency within the Commonwealth of Pennsylvania, including assignments given by the USAF.

The duties and responsibilities of every section are stated in clear cut detail. Each squadron commander is told precisely how he will be expected to operate in time of emergency.

The tremendous volume of work, particularly the cutting of hundreds of stencils, required outside assistance by professional secretaries. Major Tom Davis, the wing information officer, recruited two women from the Western Electric plant in Allentown to assist. They turned out the stencils and delivered them to Lt. Finn Venditto, wing administrative officer, who supervised final assembly.



**PLOTTING BOARD**—Looking over marked flying routes are some members of the Ohio Wing who took part in the one day CAP-CD effectiveness exercise recently. Director of emergency services for the Wing, Major Wilbur Byrd, points to the areas in question while Senior Marge Doersam, Group VIII, and Lt. Joseph Wise, commander of Squadron 1401, look on.

## Ohio Exercise Typical of Tests Held With CD

COLUMBUS, Ohio — Civil Air Patrol and local Civil Defense cooperation in joint exercises to test effectiveness have become a common practice across the nation. Typical of such test exercises is one held in the Ohio Wing simulating a nuclear attack.

The problem involved a theoretical surface explosion of a nuclear bomb in central Ohio. Civil Air Patrol proved its part in the mutual assistance effort in aerial radiological monitoring, courier and messenger service, aerial surveillance of surface traffic, light transport flights for emergency personnel and supplies, aerial photographic and reconnaissance flights and radio communications.

Headquarters for CAP during the day-long exercise was at the State University Airport (Don Scott Field) in Columbus. Civil Defense headquarters was located near Worthington, Ohio.

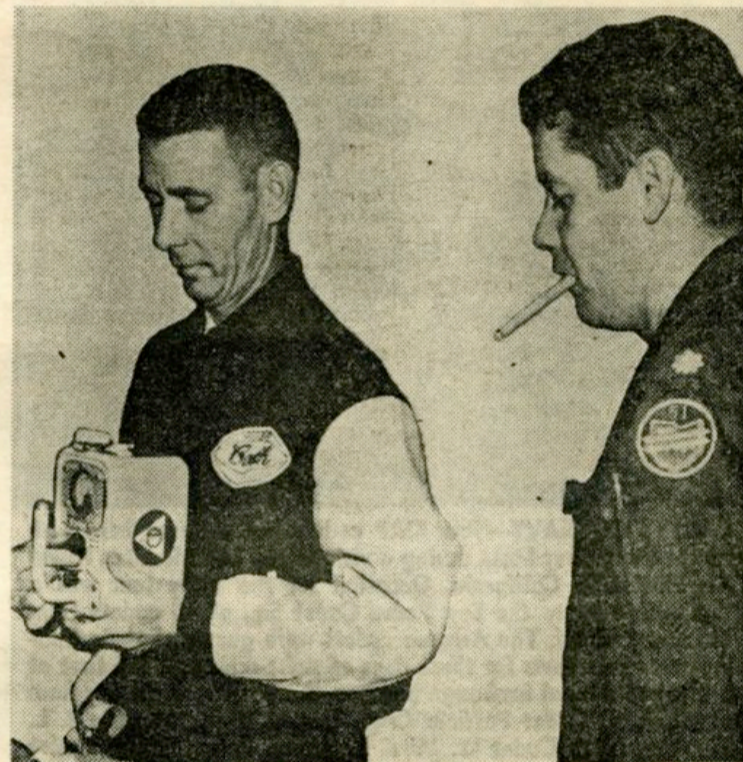
The mission problem was presented by Mr. Russell Pennell, director of civil defense in Columbus and Franklin counties, to Col. Robert H. Herweh, Ohio Wing commander.

CAP personnel directing activities for the exercise were Major D. B. Watkins, controller; Major Wilbur H. Byrd, director of emergency services; Major George Crider, director of communications and Capt. Bettie Swindler, information officer.

Other simulated problem areas included Cincinnati, Dayton, Springfield, and Akron.

A total of 35 CAP aircraft were used and over 250 CAP personnel took part in the exercise. Seven ground teams were used throughout the state to check on 21 airfields to determine the availability of aircraft fuel, personnel and messing facilities. Decontamination equipment and medical facilities were of special importance to these ground crews.

In the Cincinnati area Civil Air Patrol teams along with those from the State's Civil Defense organization staged a realistic exercise in "washing down" an aircraft and pilot following return from a reconnaissance flight in a contaminated area.



**EQUIPMENT CHECK-OUT**—A member of the Civil Defense team checks a piece of equipment before putting it into operation during the one-day effectiveness exercise as CAP personnel watch the check-out.



**OVER-SIZED HELP**—An unidentified CAP pilot works out his flight plan with the aid of an over-sized altitude computer at the CAP headquarters during the CAP-CD effectiveness test in the Ohio Wing.

# California Captain Touring Nation To Gather Data for Book on Flying

By 2D LT. PATT PATTERSON, IO  
Southern Sector, California Wing

NORTH HOLLYWOOD, Calif.—Civil Air Patrol units from the west coast to Florida will have an opportunity to meet one of the early day aviation pioneers when Capt. Mark M. Campbell, CAP, tours that part of the country in search of aviation memorabilia for a book he is writing.

Campbell, who will drive, plans to circle through the southern states and then drive up to New York. From there he plans to return to the west coast through the midwestern section of the country. The trip is planned for two to three months.

Capt. Campbell hopes to finance the trip by speaking before local aviation clubs and civic organizations and has offered to speak and show his collection of aviation color slides to CAP units on his route at no charge.

Col. Raymond Gaver, California Wing commander, has sent letters to commanders of all CAP Wings along Campbell's route, inviting them to take advantage of the former stunt flier's wealth of aviation knowledge and his entertaining and informative talks.

Capt. Campbell has had a hand in aviation history since 1915. He has remained interested in planes and pilots ever since and recently retired from the Lockheed Aircraft Corp., as a quality control official.

Campbell says his long career in aviation was made possible because he took only calculated risks. "Nobody could rush me into physically impossible chances," he said. "Yet it's a wonder how anybody could be so darn foolish and still live."

In 1919 moviegoers and spectators at county and state fairs were being thrilled by stunt flier Campbell's antics in the sky. He is reportedly the first man to leap from one plane to another without a rope ladder and the first to be snatched from a train and an auto by plane. He was also one of the first to wing-walk on airborne planes. Some of his stunts included standing on his head on the top wing and hanging by his feet from the landing gear.

HE ACTUALLY learned how to climb around on moving aircraft when stationed at a Navy blimp base in Ohio. On long blimp flights he would climb about the catwalks and sometimes had to hang out onto the motors to repair them. When the base closed he went to work for a Cleveland airport manager and drew crowds for the manager's flying service with stunt flying.

Movie producers saw some of his flying acrobatics after Campbell

## Unit Conducts Training Flight

CHESTERFIELD, Mo.—Pilots of the St. Louis Composite Sq., CAP, and the Missouri Wing Emergency Services unit, took 24 cadets, seven seniors, and three prospective transfer members of CAP, on orientation flights as part of a training program conducted at the Arrowhead Airport in Chesterfield, Mo., recently.

Those attending the meeting were briefed on various operating components of an aircraft and given actual demonstrations during flights. They were also given instructions in the duties and equipment of rescue teams, airborne and ground, by 1st Lt. M. W. Ashby, commandant of cadets.

During the flights, given by Lt. Col. Sterling R. Kennedy, director of Missouri Wing Emergency Services, cadets and seniors were able to see these various types of distress signals from the air.

moved west and planned movies in which to use his talents. At this time Capt. Campbell teamed with a pilot named Ray Goldsworthy who is now the manager of the Mark Hopkins Hotel in San Francisco.

Now that he is retired Campbell has begun work on the first of a series of books on the history of aviation in the United States. He begins this project with a collection of 1000 photographs of early

aircraft and pilots and has a house full of models that trace the design of aircraft from wood and wire to modern jets.

Campbell, supply officer for the Southern Sector of the California Wing, CAP, plans to visit the Smithsonian Institution and the USAF Museum at Wright-Patterson AFB, on his trip across country where some of his photographs of early aviation history are on display.

## Growth of Aviation Traffic Predicted in FAA Report

WASHINGTON, D.C. — Continued growth in airline and general aviation traffic is predicted by the Federal Aviation Agency in its five year report "Aviation Forecasts."

Forecasting trends in key aviation activities for fiscal years 1963-68, the report has been compiled by the FAA's Office of Policy Development, to guide the Agency in planning its requirements through fiscal year 1968.

General aviation activity is expected to expand both in terms of hours flown (24% increase) and in numbers of aircraft (21% increase), with business flying providing the major impetus. The introduction of larger and faster piston engine aircraft will also characterize the business aircraft fleet during this period.

In contrast, military aviation is expected to show a decline as a result of the shift from manned aircraft to missile systems, although the number of helicopters will increase appreciably.

A decline in overall production of U.S. civil aircraft is anticipated for the five-year period, although

general aviation airframe production is expected to show only a moderate rise after an initial decline. Jet engine production will also show an overall decline, and piston engine production a slight rise over current levels.

In addition to the Aviation Activity Trends the report contains a chapter on FAA Air Traffic Activity Trends. This area is expected to reflect the decrease in air carrier flight activity, the decline in military flights and expansion in general aviation flying.

A limited number of copies of the publication Aviation Forecasts for fiscal year 1963-68 are available from the Office of Policy Development, FAA.

## Base Restores Plane for CAP

AMARILLO AFB, Texas—Personnel from the maintenance division of the 3320th Maintenance and Supply Group at Amarillo Technical Training Center recently presented the Amarillo Civil Air Patrol Squadron with a completely refurbished aircraft. Maj. O. G. Minden, Amarillo squadron commander, accepted the plane — a single-engine Aeronca (L-16) — on behalf of his unit.

The CAP had placed the aircraft in the hands of the Maintenance Division for repairs required by the Federal Aviation Agency. It received a complete overhaul and is now considered by Major Minden to be "as good as new."

The L-16 has been named the "John Thomas (Bubba) Minden" in memory of Major Minden's young son who died last December at the age of three.

Thanks to the maintenance that has been performed, the Amarillo Civil Air Patrol Squadron now has an aircraft with which to accomplish search and rescue missions, CAP cadet orientation flights and observer training for Squadron members.

## SUPPLY OFFICERS

We carry a most complete stock of CAP supplies at guaranteed savings. All new items, including ribbons, in stock. Send now for your free CAP catalog.

S. MITCHELL

8 W. 26th St., New York 10, N.Y.

## Officer Rigs Radio Unit For Illinois

DANVILLE, Ill. — Danville Civil Air Patrol members are saying that "Mighty Mo" has an offspring. Mighty Mo is the name they have given a communications trailer operated by the Illinois CAP Wing.

The "offspring" is a portable emergency communications rig designed and built by 1st Lt. John Vick, supply officer for Group 9, Rantoul. The unit is built so that it can be used on a table, on a truck, or on the ground.

When CAP took on the task of directing traffic for the Junior Chamber of Commerce Air Show recently Lt. Vick maintained his rig as the communications center for the operation.

On that occasion, he unfolded the legs and set the rig in the middle of a field. It is powered by a standard 550-watt gasoline generator.

The unit is entirely self-contained and can be folded into a box the size of a suitcase. It can be set up and put into operation within minutes. In a drawer beneath the radio are wire, nylon cords, power cords, detachable legs and a portable stool for the operator.

THE UNIT contains both HF, R-26/ARC 5 receiver and Heathkit DX35 transmitter. It is used for VHF, Gonset Communicator II. Telescoping pipes are used for antenna and collapsible ground plane.

Vick says the high frequency band will cover the entire state. The VHF (very high frequency) is dependable over a radius of 25 miles and can usually reach planes much further.

All contacts are two-way vocal transmissions.

Lt. Vick has been in the CAP 7 years. He is employed by the Recording & Statistical Corp. and his wife, Madge, is a member of the Vermilion Squadron of the CAP. She is assistant to the squadron communications officer and also assists her husband in this assignment.

Mrs. Vick is chairman of the Danville Branch of the Lincoln Parents Assn.

## Capt. Stough Honored

WACO, Texas—Officers of Group XII, Texas Wing, Civil Air Patrol, honored Capt. Talmadge E. Stough, CAP, recently for outstanding service in the Texas Wing.

Lt. Col. Thomas L. Blasche, Group commander, presented Capt. Stough, with a plaque in the shape of the state of Texas for his outstanding contributions to the Wing from March 1959 to January 1963.

## 'Heavy on Adventure'

Get your copy of a little classic of a jet jockey story under CAP TIMES SPECIAL OFFER to subscribers. 25% off retail price of \$3.95! The Air Force Times commented: "One of the better 'Blue Yonder' novels, heavy on adventure but light on 'gee whizz'." U.S. AIR FORCE BOOK CLUB RECOMMENDATION. Handsomely casebound (jacket by Milt Caniff) \$2.95 postpaid. Send check payable to CAP TIMES, c/o N. Cronshey, 2020 M St. N.W., Washington 6, D.C.

## SABRES OVER BRANDYWINE

by Lt. Col. "Snapper" McCallister & Lindy Boyes

AUTHORIZED MFRS.  
C.A.P. INSIGNIA  
AND ACCESSORIES

Newly  
Authorized C.A.P. 39-1

## NAME PLATE

YOUR NAME

1-11 pcs. \$1.25, 12-23 pcs. \$1

24 or more **75c** EA.

## EMERGENCY SERVICES BADGES

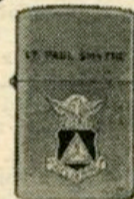
SAME PRICE BREAKDOWN AS NAMEPLATE ABOVE

"Personalized  
Engraved"

## C.A.P. DESK STAND

YOUR NAME

- Name Engraved on Chrome Plate, 12" Mahogany Base
- Rank and C.A.P. Crest in Cut-Out AF Blue Background **\$4.95**



Personalized  
**WINDPROOF  
LIGHTER**  
WITH  
C.A.P. CREST  
**\$2.00**

Name Engraving add 50¢ ea.

## 4 PC. C.A.P. JEWELRY GIFT SET

- Cuff Links, Tie-Bar, Lapel Pin, or Tie Tack
- C.A.P. Enamelled Crests
- Handsomely Gift Boxed **\$2.50** Complete

## EMERGENCY SERVICES PATCH



|            | 2 1/2" | 3"   |
|------------|--------|------|
| 1-12 pcs.  | 45¢    | 1.50 |
| 13-49 pcs. | 40¢    | 1.25 |
| 50 or more | 35¢    | 1.00 |

DECALS  
2 1/2" size **15¢** ea., 3" size **25¢** ea.  
Special Discount on 12 or more

## C.A.P. LAPEL PIN or Tie Tack

- Enamelled Metal Pin
- Clutch or Screw Back

Reg. 75c

Now! **50c** ea.

Special Discount on 50 or more

## C.A.P. INSIGNIA RING



- Solid Nickel Silver
- Rhodium Finish **\$2.00**

(Specify Size with Order)

**FREE** ILLUSTRATED BROCHURE and ORDER CHART UPON REQUEST

TERMS: Send Check or Money Order when Ordering (Sorry No C.O.D.)

**BROOKS ENTERPRISES**  
172 Crosby St., N.Y.C. 12

# 21 Nations Slate 1963 Cadet Tours

(Continued from Page 1)

Greece Wisconsin  
Israel New York  
Netherlands Arizona  
Norway California  
Peru New Mexico  
Portugal Montana  
Spain Connecticut  
Sweden Delaware  
Switzerland Illinois  
Turkey Indiana

Purpose of the exchange is to foster international understanding, good will and fellowship among the youth of the free world. The CAP cadets and their counterparts from the foreign countries are selected for their extraordinary leadership, character, academic achievements and good citizenship merits. Many of today's aviation leaders are former participants of the International Air Cadet Exchange.

Twenty-six nations and more than 4,650 persons will have participated in the exchange by the end of this summer, including nearly 2000 CAP cadets and 2000 foreign youths. Only Alaska and Hawaii, because of their prohibitive distance, have not hosted a foreign contingent in past exchanges.

Cost of the exchange in this country is borne by the Civil Air Patrol. The United States Air Force provides the necessary overseas airlift. Cost of commercial airlines for necessary stateside travel is borne by the Civil Air Patrol Corporation.

Visits both here and abroad are for approximately three weeks and will permit CAP cadets to visit such places as London, Paris, Tel-Aviv, Istanbul and Brazil, the new capital of Brazil. They will soar in the Swiss Alps, cross the Arctic Circle in Norway, meet heads of state in various countries, and visit the Acropolis in Athens or the Colosseum in Rome.

The Europe-bound cadets will arrive in Washington, D.C., on July 14 and depart for their foreign exchange countries July 16. Those visiting Latin American countries leave from Charleston, S.C., on July 15.

Visiting foreign youth, using the same Air Force airlift, will arrive in New York City July 19 for three days of sight-seeing and entertainment, after which they leave for their 21 host states about July 22. Elaborate itineraries have been arranged by the CAP wings in those states.

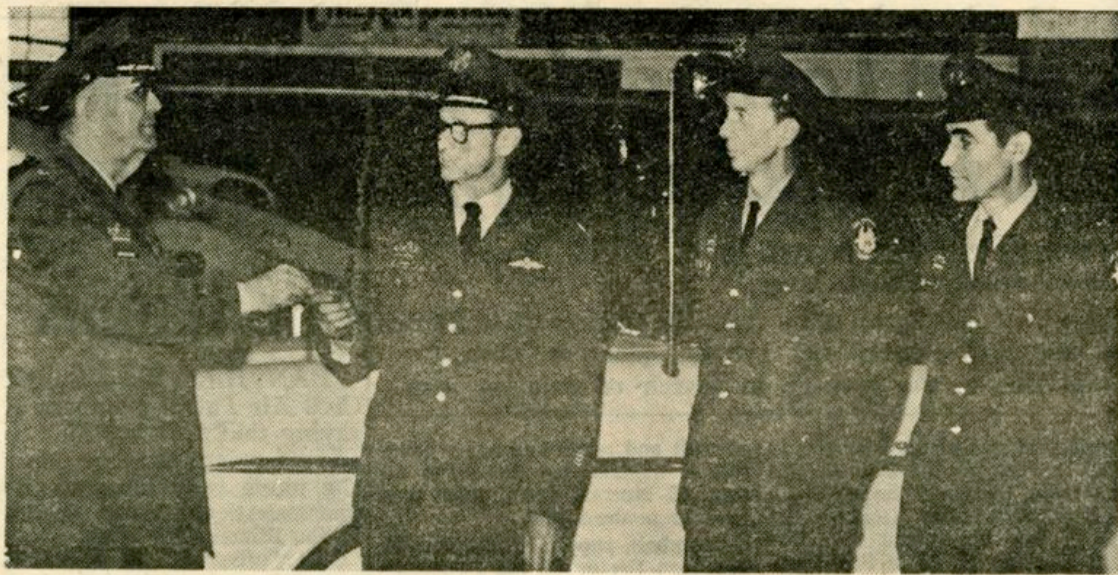
**THE CADETS** will reassemble in Washington, D.C., August 2 for a four-day visit in the nation's capital prior to leaving for their homelands on August 6. Planned highlight of this visit is a tour of the White House and possible meeting with the President.

Civil Air Patrol cadets returning to the United States will arrive in Washington and Charleston, August 9 en route to their homes.

## New Base Commander For Ellington AFB

ELLINGTON AFB, Texas—In a simple ceremony recently the command of Ellington AFB, Texas, changed hands when Col. Lewis P. Ensign, USAF, commander of the 2578th Air Base Squadron, took over as base commander from Brig. Gen. Russell F. Gustke, (Res.).

National Headquarters of the Civil Air Patrol also makes its home at Ellington.



**AMBULANCE GIFT**—Lt. Col. Dewey Swicegood (left) long time supporter of the Civil Air Patrol, is shown here presenting the keys of an ambulance to Lt. Col. E. Paul Rembold, commander of the Danville, Va., CAP unit. The ambulance was a gift from Lt. Col. Swicegood and will add to the capabilities of the squadron's emergency service program. Also present for the presentation were Lt. G. W. Moore, squadron information officer (second from right) and WO Joe Merchant, acting cadet training officer.

## Women in CAP

### Solution Found For Retaining 'Older' Cadets

STATE COLLEGE, Pa.—A problem as old as Civil Air Patrol has been solved for many cadets by 1st Lt. Helen M. Haugh, Penn. State University Composite Squadron commander.

Often cadets are faced with the necessity of dropping out of the CAP program upon reaching the age of 18, and completing high school, because of there not being a squadron near the college they attend.

This is far from true of the students attending the University of Pennsylvania where Lt. Haugh's squadron is active on the campus. The student's training, cadet or senior, can be continued without interruption in the transition from high school to college.

An alumnus of Penn. State, Lt. Haugh earned her BS degree in Hotel Administration and presently is Food Supervisor at the university.

She holds a Restricted Radio-telephone Operator permit, operating a Heathkit "Twoer" Transceiver which she built herself.

A participant in intra-murals during her college years, Lt. Haugh's favorite hobbies now are canoeing, skiing and bowling.

She is a Girl Scouts wing scout leader.

Lt. Haugh's travels include a year in Alaska and she has since spent five summers there. She also traveled one summer in Europe.

**BANGOR, Maine** — The only woman unit commander in Maine Wing, Maj. Aubigne C. Smith directs the award winning Brewer Composite Squadron.

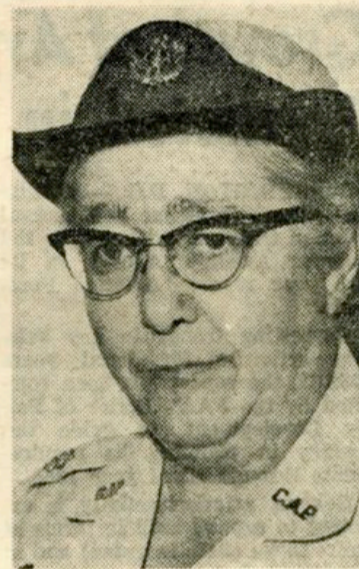
Under Maj. Smith's command, the squadron won the wing drill competition three successive years, passing all qualifying tests for the regional drill competition.

She has served as medical officer of at least five summer encampments.

Maj. Smith is Nursing Director of Penobscot County Civil Defense and is a member of the State Advisory Committee (medical) for the Selective Service System. She is also a member of Maine State Nursing Association and American Nursing Association. Among civic organizations in which she actively participates are the YWCA,



LT. HAUGH



MAJOR SMITH

## CAP Pilots May Compete In 17th Powder Puff Derby

TETERBORO, N.J.—Once again women pilots across the nation will be fueling up their planes and making last minute checks in preparation for the 17th annual Powder Puff Derby for 1963. Some Civil Air Patrol pilots may be among the contestants.

Last year eight pilots out of 54 entered in the nationally known air race for women were members of CAP.

They were Lt. Colonels Barbara E. Jenison, Paris, Illinois, who was third place winner in the race, and Alice H. Hammond, Meadowbrook, Pa.

Other CAP members participating were Senior Members Virginia Richardson, Yakima, Washington; Bernice F. Steadman, Flint, Michigan, who was

the 10th place winner; and Phyllis N. Cantrell, 20th place winner from Santa Rosa, Calif.

Other Seniors taking part were Frances DeHaan, San Rafael, Calif.; Mary C. Martin, Fort Wayne, Indiana; and Marion Betzler of Columbus, Ohio.

This year's race will be held from July 13 through 17 and will begin in Bakersfield, California, and terminate in Atlantic City, N.J.

**THE DERBY** is open to women pilots flying stock airplanes of not less than 100 horsepower and not more than 400 horsepower for take-off, manufactured after January 1, 1953.

Race route will cover over 2400 statute miles and include the following airfields: Meadows Field, Bakersfield, Calif.; McCarran Field, Las Vegas, Nevada; Glen Canyon Airport, Page, Arizona; Farmington Municipal Airport, Farmington, N.M.; La Junta Municipal Airport, La Junta, Colorado; Great Bend Municipal Airport, Great Bend, Kansas; Fairfax Municipal Airport, Kansas City, Kansas; Capital Airport, Springfield, Illinois; James M. Cox Dayton Municipal Airport, Dayton, Ohio; Cumberland Airport, Cumberland, Md.; and the ocean front landing in Atlantic City. Final landings will be made at the National Aviation Facilities Experimental Center in Atlantic City.

For complete information and application women pilots may contact the Powder Puff Derby, "Reg." All-Women Transcontinental Air Race, Inc., Teterboro Airport, Teterboro, N.J.

Quipus Club, Civic Theater and the Bangor Savoyards.

As one of the State of Maine Civil Defense staff representatives, Maj. Smith was an active participant in the medical section of the FCDA's Open Shot, "Operation Cue," at the Nevada Test Site in May 1955.

Maj. Smith earned a BA degree in Biology at Bates College and a degree in Nursing at Yale University. At Bates College she was student assistant instructor in Biology for two years and student assistant instructor in Chemistry at Yale for a year.

In addition to her many CAP activities, Maj. Smith is interested and works at hobbies including nature study, dramatics and art crafts — specializing in ceramics and silver work.

# Middle East Region Tops Annual List

(Continued from Page 1)

ware Wing. Alabama retained its third place rating with 915.2 points, a sizeable increase over last year's 867.0 rating.

The current evaluation is the second annual rating of regions and wings since the Long Range Plan was established. The evaluation and comparative ratings are not to be construed as an accurate analysis of the operational capability of any region or wing in CAP. The evaluation simply informs each commander of his standing in relation to programmed goals of his wing or region as measured against criteria set by the Long Range Plan.

Not all areas of activity are considered in the annual evaluation. Nine areas considered include: cadet enrollment, senior enrollment, cadet encampment, cadet Certificate of Proficiency, licensed pilots, member-owned aircraft, cadet special activities, effectiveness tests, and CAP-CD agreements.

In comparing this report to the 1961 evaluation, Col. Paul C. Ashworth, national commander, said that he was encouraged by the progress shown in the areas of cadet membership, encampment attendance, effectiveness tests and CAP-CD agreements.

"Although the poor showing in the areas of senior membership and Certificates of Proficiency was disappointing, I still feel that 1962 has proven to be a good year for the Civil Air Patrol," he declared.

The National Commander also said that he was aware that many wings are doing outstanding work in aerospace education, communications, Air Force mission support, DARR mission support and other areas which are not included in the evaluation system at the present time.

However, Col. Ashworth emphasized that he considered the evaluation to be an effective management tool.

BASED on a possible 1000 points, the evaluation for 1962 for all regions and wings are as follows:

### REGIONS

|                   |       |
|-------------------|-------|
| 1. Middle East    | 834.3 |
| 2. Southeast      | 782.4 |
| 3. Rocky Mountain | 755.5 |
| 4. Pacific        | 704.6 |
| 5. Northeast      | 697.9 |
| 6. Great Lakes    | 692.6 |
| 7. North Central  | 690.2 |
| 8. Southwest      | 681.1 |

### WINGS

|                   |       |
|-------------------|-------|
| 1. Delaware       | 949.4 |
| 2. Florida        | 923.3 |
| 3. Alabama        | 915.2 |
| 4. N. Carolina    | 881.9 |
| 5. Utah           | 877.1 |
| 6. Puerto Rico    | 875.7 |
| 7. Maryland       | 874.2 |
| 8. S. Dakota      | 841.5 |
| 9. Tennessee      | 840.1 |
| 10. Virginia      | 835.2 |
| 11. N. Dakota     | 828.0 |
| 12. Idaho         | 827.8 |
| 13. Wisconsin     | 825.9 |
| 14. Oregon        | 804.8 |
| 15. Alaska        | 802.7 |
| 16. Maine         | 792.6 |
| 17. N. Hampshire  | 786.4 |
| 18. S. Carolina   | 782.8 |
| 19. W. Virginia   | 775.5 |
| 20. New Jersey    | 769.2 |
| 21. New Mexico    | 757.6 |
| 22. Nat'l Capital | 741.0 |
| 23. Vermont       | 739.1 |
| 24. Louisiana     | 724.4 |
| 25. Hawaii        | 722.7 |
| 26. Colorado      | 703.9 |
| 27. Wyoming       | 703.5 |
| 28. Illinois      | 691.0 |
| 29. Missouri      | 689.4 |
| 30. Pennsylvania  | 682.5 |
| 31. Kentucky      | 678.9 |
| 32. Rhode Island  | 678.6 |
| 33. Nevada        | 675.6 |
| 34. Michigan      | 669.8 |
| 35. Ohio          | 669.1 |
| 36. Montana       | 665.2 |
| 37. Arkansas      | 661.4 |
| 38. Oklahoma      | 652.7 |
| 39. Arizona       | 649.1 |
| 40. Washington    | 648.9 |
| 41. Texas         | 641.7 |
| 42. Nebraska      | 641.1 |
| 43. Georgia       | 639.4 |
| 44. New York      | 633.4 |
| 45. Indiana       | 621.4 |
| 46. Kansas        | 618.0 |
| 47. Minnesota     | 615.6 |
| 48. Massachusetts | 606.0 |
| 49. Iowa          | 598.7 |
| 50. Connecticut   | 591.5 |
| 51. California    | 572.7 |
| 52. Mississippi   | 500.8 |

# Screening Underway For Special Activities

(Continued from Page 1)

Scheduled for the Space Age Orientation Course from the Florida Wing are: Cadet Donald Davis, North Dade Sq., with Cadets Robert Baird, Stuart Sq.; and John Bloomer, Ft. Pierce Sq., as the alternates.

Looking forward to attending the Jet Orientation Course are Cadets James Cogswell, Canaveral Sq., with Robert Corsine, Ft. Lauderdale Sq., and John Rollinson, Lantana-Lake Worth Sq., serving as alternates.

The largest selection made by the Florida Wing board was for the annual International Air Cadet Exchange program. Headed for these overseas assignments are Cadets Thomas Keetley, St. Petersburg Sq.; Harvey Eads, Central Miami Sq.; Charles Frazier, Clearwater Sq.; Harrison Bucklew, Canaveral Sq.; Charles Stephens, Ft. Pierce Sq.; Alan Sepe, Central Miami Sq.; and Cadets Robert Romani, Palm Beach Sq., and James McLaughlin, MacDill Sq., as alternates.

**WARSAW, Ind.** — Members of the screening board of the Indiana Wing, CAP, met at the Indiana University in Indianapolis to select cadets to take part in the 1963 Civil Air Patrol Special Activities. Fifteen cadets from the Wing were chosen to take part in this year's programs.

Starting with the International Air Cadet Exchange the board selected Cadet Michael Nyikos, South Bend Composite Sq., and Cadet Richard Kemble, South Bend Cadet Sq., with Cadet Gregory Drew, Lafayette Composite Sq., as alternate.

Cadet Connie Frazier, Lafayette Composite Sq., was chosen to represent the Wing at the Inter-Region Exchange.

Cadet Stephen Hall of the Marion Cadet Sq. was picked to take part in the Space Age Orientation Course while Cadet David Ehram, Group 3, will go to the Federal Aviation Agency Orientation Course.

Representing the Indiana Wing at the Jet Orientation Course will be Cadet Michael Gwaltney, Indianapolis Cadet Sq. Cadet Jarry Hartman, Warsaw Composite Sq., will be the JOC alternate.

Cadets Richard Feingold, South Bend Composite Sq., and James

Marley, Marion Cadet Sq., will go to the Military Air Transport Service Orientation Course this year with Cadet Richard Wiest, Warsaw Composite Sq., acting as alternate.

Cadets Charles Demos, Michigan City Cadet Sq., and Kenneth Luse, Marion Cadet Sq., will represent the Indiana Wing at the annual Pennsylvania Wing Ranger School this summer.

A final selection made by the board was for two \$150 flight scholarships that were awarded to Cadet William Jenkins, Tri-City Composite Sq., and Cadet Bruce Cordingly, Gary Hobart Cadet Sq.

**SALT LAKE CITY, Utah**—Cadets of the Utah Wing were selected to represent their Wing in the upcoming Special Activities it was announced by Col. Joseph Bergin, Utah wing commander.

Four cadets were nominated to take part in the 1963 IACE. They are Cadets Robert M. Garin, Salt Lake; Marc King Arneson, Layton; Cordell Johnson, Salt Lake; and Stuart Francis, Centerville.

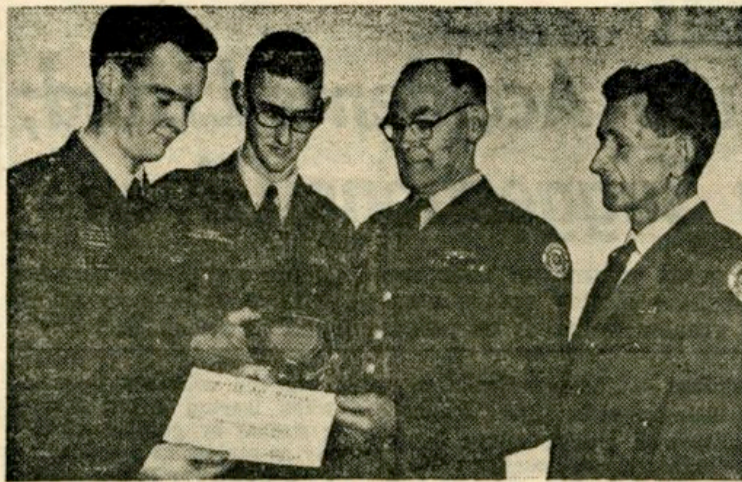
Picked to take part in the Federal Aviation Agency Orientation course at Tinker AFB, Okla., is Cadet Gale J. Bird. His alternate will be Robert L. Peterson. Both cadets are from Salt Lake.

Cadet Leland J. Coleman was chosen to participate in the Jet Orientation Course to be held at Perrin AFB, Texas, this summer. His alternate will be Cadet Dee D. Choate, Clearfield, Okla.

Representing their wing at the Aerospace Age Orientation course at Maxwell AFB, Ala., will be Cadette Carol L. Smith, Kearns; with alternate choice being Cadette Judith A. Huffman, also of Kearns.

Selected to take part in the Space Age Orientation Course at Chanute AFB, Ill., is Cadet Michael F. Collett, Ogden; with Cadet Kelly R. Healy, of Orem, alternate.

Three cadettes were picked to go on the CAP Regional Exchange. They are Cadettes Randy E. Boystun, Murry; Sally M. Schmidt, Bountiful; and Sandra M. Gunderson, Salt Lake.



**FOR FAITHFUL SERVICE**—Major Claude B. Meehan (second from right) commandant of cadets for the Wenatchee Composite Squadron, Washington Wing, CAP, is shown receiving the National Meritorious Award along with an engraved plaque for faithful service from members of his unit for 20 years of service to the Civil Air Patrol. Shown with the Major are (left to right) WO Thomas Green, Cadet Russell Gibbs, and at far right, Major Arthur Troppman, commander of the unit.

## MANHATTAN GROUP

### Pilot Safety School Held

(Continued from Page 1)

Commerce. As its local sponsor, Manhattan Group, CAP, is responsible for providing class room space and film projectors, hiring an instructor, and processing applications.

In taking on the task of running the course for 12 weeks, the Group feels that it is contributing to the promotion of flying safety.

One hundred pilots are enrolled in the school and those attending at least nine of the 12 sessions will, upon completion, receive a certificate from the Department of Commerce.

The course instructor is Beverly Stone, also an instructor in flight

and ground procedures at the Westair Flying School. She is assisted by Mr. Roland A. Alexander, air safety consultant of the N.Y. State Department of Commerce, Bureau of Aviation.

For the Civil Air Patrol, the project officer is 2nd Lt. Holli Nelson, the Group's training officer.

#### SUPPLY OFFICERS

ASK FOR NEW 1963 PRICE LIST JUST OFF THE PRESS

CAP Insignia and Uniform Supplies

• AGENTS WANTED •

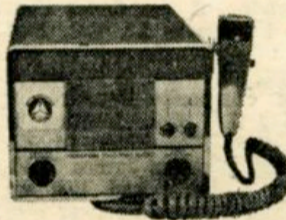
**GEMSCO** 461-Eighth Avenue New York 1, N. Y.

#### NEW FOR 26.62 MC

CRYSTAL CONTROLLED TRANSCEIVER, 5 WATTS PLATE MODULATED. BUILT-IN POWER SUPPLY FOR 117 V.A.C. & 12 V.D.C.—MODEL CAP101, OR 117V. A.C. & 6V.D.C.—MODEL CAP102. SUPERHET REC. TUNED RF STAGE, 4 UV SENSITIVITY. HIGH EFFICIENCY AUTOMATIC NOISE LIMITER & AUTOMATIC VOLUME CONTROL WITH ADJUSTABLE SQUELCH LEVEL. 100% AMERICAN MADE. 10 TUBE UNIT SUPPLIED WITH AC & DC POWER CABLES. SIZE—7" WIDE BY 5 5/8" HIGH BY 11 3/8" DEEP. WEIGHT 12 LBS.

DISTRIBUTED EXCLUSIVELY BY THE WASECA COUNTY COMPOSITE SQDN.

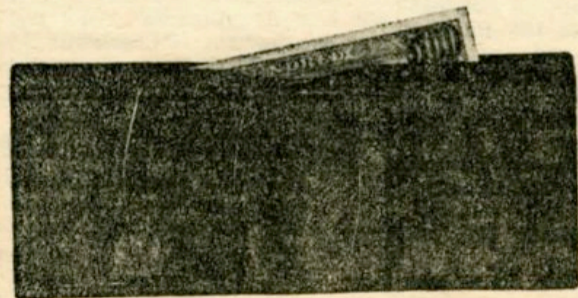
THIS IS A SQUADRON SPONSORED PROJECT. FULL SERVICE FACILITIES AVAILABLE AT WASECA. FOR FURTHER INFORMATION AND PRICE LIST WRITE TO BOX 111 WASECA, MINN.



**CAP-1000 TRANSCENDOR**

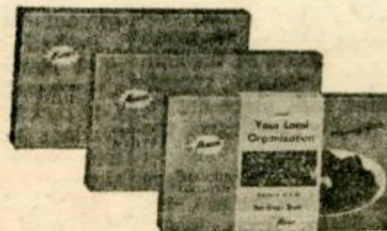
AS LOW AS \$142.80 COMPLETE WITH CRYSTALS & MICROPHONE

# NO RISK



Thousands of groups throughout the country have successfully conducted famous MASON PROTECTED FUND-RAISING DRIVES, raising money quickly and completely without risk or investment. We supply a choice of top-quality MASON candies, beautifully boxed. At no charge to you, each package has an attractive, printed band, bearing your organization's name, picture and slogan. We even PREPAY shipping charges! You make a big NET PROFIT of 66 2/3% (40¢ on every box that costs you 60¢) and you pay NOTHING until AFTER your drive is over. Anything remaining unsold may be returned for full credit. For complete information without obligation, write us or fill in the coupon.

**YOUR GROUP CAN RAISE \$100 TO \$2500 IN 4 TO 15 DAYS WITHOUT RISK OR INVESTMENT THROUGH MASON'S PROTECTED FUND RAISING PLAN.**



MR. GEORGE H. RAUSCH, Dept. 710  
Mason, Box 800, Mineola, N.Y.

Gentlemen: Please send me, without obligation, information on your Fund Raising Plan.

Name \_\_\_\_\_ Age \_\_\_\_\_ (If under 21)

Organization \_\_\_\_\_

Street Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_

How many members \_\_\_\_\_ Phone \_\_\_\_\_

Mason Candies, Inc., Mineola, L. I., N. Y.

## THE NEW FOWLER STUDY KITS

"AS MODERN AS TOMORROW"

NOT just an exam but all the study material, maps, check-exams to pass your FAA exam! Manuals are loose leaf bound for constant revision—are never outdated!

- ☐ Private Pilot Rating Study Kit ..... \$10.00
- ☐ Commercial Pilot Rating Study Kit ..... 10.00
- ☐ Instrument Rating Study Kit ..... 14.00
- ☐ Pilot Proficiency Study Kit ..... 6.00

- NEW — EXCLUSIVE**
- ☐ Flight Engineer Study Kit ..... 21.00
- ☐ Flight Dispatcher Kit ..... 30.00
- ☐ ATR Pilot Rating Study Kit ..... 25.00
- ☐ PILOT TRAINING BOOKLETS ..... 1.00

Over 100 separate booklets on every phase of aviation training.

- ☐ Check for FREE CATALOG!
- ☐ Free information regarding Fowler's FAA approved Flight Engineer School.

Contact your nearest Fowler Dealer at your local airport or mail today to

**FOWLER AERONAUTICAL, INC.**  
Fowler-Aero Publications

3031 West Burbank Blvd., Burbank, Calif.  
Please send publications as checked above.  
Enclose: ☐ Check ☐ Money Order

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_

## Chilean Joins California Unit

**SAN RAFAEL, Calif.**—Becoming the squadron safety officer for the Marin County Composite Squadron of the Civil Air Patrol in California was a long journey for Hank Eggers.

The journey began in Chile where Eggers was born and later became a cadet pilot in the Chilean Air Force.

In 1956 Eggers and his family moved to the United States and settled first in Eureka and later in Novato, California. A little over a year ago he attended his first meeting of the Marin County CAP unit with the intention of becoming a member. Because he was not yet a citizen, he was unable to complete application.

Six days after receiving his citizenship papers Hank Eggers became a CAP member.

**JAY'S**  
H.Q. for AF and CAP Uniforms  
134 MAIN ST. HEMPSTEAD, N.Y.

**FREE CAP DECALS!**  
with every purchase

### Brand New! L-2A INTERMEDIATE FLIGHT JACKETS

sizes \$—36-38 M—40-42 L—44-46 **\$8.95** add 50c pp

Windproof, water-repellant, 12 oz. wool quilt lined with #7 jumbo zipper, flap pockets, zippered cigarette pocket on sleeve, Sage Green or AF Blue.

SPECIAL! COMPLETE REGULATION

### CADET OUTFIT

- includes:
- Reg. AF khaki
  - shirt w/epaulettes
  - khaki trousers sanforized & vat dyed
  - all wool tie
  - AF Blue all wool flight cap
  - Belt & buckle
  - CAPC cutouts, patches (CAP, cadet, state)

SPECIAL! NEW LOW PRICE!

### B-15 FLIGHT JACKETS

all sizes including XL-48-50 at one new low price.

**\$9.95** add 50c pp

Water repellent, windproof, satin twill shell. Extra large Dynel Fur Collar. 16 oz. wool quilt lining, #7 jumbo zipper, zipper sleeve pocket, snap closure side pockets. Sizes S—34-36; M—38-40; L—42-44; XL—48-50. AF Blue or Sage Green.

### JUST RECEIVED NEW REGULATION AF BROADCLOTH SHIRTS

IRRS. FROM AMERICA'S **\$1.99** FINEST MANUFACTURER

All Sizes in Stock Add 50c pp

### SURVIVAL ORANGE FLIGHT SUITS

- Sizes 36, 38, 40 Reg. and 40 Lg. **\$5.95** add 50c pp
- Reissued—exc. cond. **98¢**

ORANGE BASEBALL CAPS brand new, all sizes

### AF RE-ISSUE SPECIALS!

BLOUSES sizes 34-41 **5.95**

TROUSERS sizes 28-30 **4.95**

CAP BLOUSE BUTTONS set **1.50**

Write for Free Catalogue

**JAY'S**  
H.Q. for AF and CAP Uniforms  
134 MAIN ST. HEMPSTEAD, N.Y.

# Causes of Auto Accidents Listed; Safe Driving Suggestions Given

Modern highways with their great volumes of high speed traffic are plagued by an increasing number of rear-end collisions. Faster speeds coupled with a failure to allow enough following distance, place greater demands on judgment and alertness. In today's traffic a sudden stop can produce not only a two-car collision but, more seriously, may trigger a whole series of rear-end accidents. The following should be of considerable interest to all CAP members.

## CAUSES OF REAR-END ACCIDENTS

**Following Too Closely** — If one must put the finger on the prime factor in rear-end collisions, it would be following too closely. By tailgating the vehicle ahead, a driver cuts the time to react to an emergency and sets the scene for a "rear-end."

**Speeds Too Fast for Conditions** — Many motorists always drive as though the roads were dry and the weather clear. They maintain the same rate of speed on a given stretch of road come rain, fog, snow or sleet. Following a foggy night, newspapers usually turn up with a series of rear-end collision stories — the result of maintaining clear weather speed when visibility has been severely reduced.

**Driver Inattention** — Split-second response to the actions of the driver ahead is essential in modern traffic. A driver whose eye or mind wanders from the traffic situation for a moment may soon find himself piled up. When a driver is traveling too fast for conditions, following too closely, a moment's inattention may mean disaster. Inattention by those who have been slowed in their reaction time by illness or age is even more serious.

**Bad Driving Habits** — The risk of a rear-end collision goes up with the number and degree of poor driving habits. The driver who pushes his luck by driving too fast for conditions, who rides the tail of the car ahead, who is constantly changing lanes, who gives the car behind inadequate warning of his intention to slow or stop, who sneaks into too small a space between cars thus cutting following distance — this motorist is setting the stage for an accident involving himself, and worst of all, other innocent drivers.

**Poor Vehicle Condition** — Many rear-end collisions are traceable to defective vehicles. Inoperative or grime-covered taillights in the lead car will fail to warn the driver behind when the brakes are applied. And brakes that are slow to respond can turn a safe emergency stop into a disastrous pile-up. Poor headlights, a grimy or fogged-up windshield, or inefficient windshield wipers on the following car may reduce visibility, and so set up the conditions for a rear-end collision.

## HOW YOU CAN AVOID REAR-ENDERS

Rear-end collisions can be avoided, as can most traffic accidents, by obeying the law, by using defensive driving techniques, by keeping your car in top-notch condition and by being aware of your physical limitations.

**Don't Crowd the Guy Ahead** — Allow sufficient space ahead to enable you to stop in time. A rule of thumb is one car length of space for every 10 miles of speed. Example: at 30 m.p.h. keep three car lengths of space between you and the car ahead under normal conditions.

**Don't Be Crowded by the Guy Behind** — You not only don't want to pile into the car ahead, but you also want to avoid being hit by the car to the rear. If you have a "Bumper Pusher" on your tail, encourage him to pass you, even if it is necessary to get off the roadway to let him by.

**Adjust Your Speed to Road**

**Conditions** — The new limited-access highways make higher speeds possible with greater safety, but these higher speeds sometimes dull the driver's judgment. He fails to realize how fast he is going and is unable to stop in time to avoid slow-moving or stopped vehicles.

**Don't contract "velocityitis."** Be sure you can stop in time should an emergency occur. When driving at night or in rain, sleet or fog — reduce your speed to allow for reduced visibility and increased stopping time.

**Stay Alert** — Today's driving speeds and heavy traffic make full driver attention a must. Be particularly attentive around controlled intersections where cars ahead may be slowing down, turning and stopping. Watch for slower-moving merging traffic that may be entering the high speed highway where you are traveling. And

avoid rear-end collisions to yourself when leaving a fast-moving traffic stream by getting off the roadway as rapidly as possible.

**Be a Defensive Driver** — To avoid all accidents, and especially rear-enders, constantly study the traffic picture around you and plan for any eventuality. The defensive driver anticipates careless actions of others and defends himself against them.

**Signal Your Intentions** — Don't keep the fellow behind you in the dark. Keep him off your tail by signaling when you intend to turn, change lanes or make a sudden stop — a lowered hand. Properly given, this signal has prevented many a rear-end. You may also give warning of an approaching stop by intermittent braking action which will flick the taillights on and off.

(Credit "Safety Hints on Drilling" August 62)

## Cadet Squadron Noted For Work With Youths

By MAJ. EDWARD SPENCER  
Squadron I O

WEST HOLLYWOOD, Fla. — The Hollywood Cadet Squadron, CAP, was formed many years ago and since then has been recognized by many local organizations for what Civil Air Patrol has done and is doing for the youth of America.

This particular squadron of CAP is well known in Group I, Southeast Region, for its fledgling program. The Hollywood unit sponsored this program which has become recognized by the Florida Wing as the Eaglets.

Youngsters from the age of 10 to 13 may join the Eaglets and the present membership list boasts 80 Eaglets with more waiting to join. Eaglets take part in parades and other appropriate community activities with their older counterparts in the Cadet Squadron.

The uniform worn by the boy Eaglets is similar to that worn by regular CAP cadets except for insignia and patches. Eaglets wear an eagle patch to denote their unit. Girls belonging to the

Eaglets wear white blouses and dark blue skirts.

Recently the Hollywood Squadron ranked third, percentage wise, in the Florida Wing with 63 active cadets. Although not the largest unit in the Wing the Hollywood unit claims top billing when it comes to participation in activities within the Wing.

Commander of the Cadet Unit and the Eaglets is Lt. Col. Ned Lentini who transferred to the cadet squadron when it separated from the Composite Squadron.

Assisting Lt. Col. Lentini is Captain Troas Pfenniger, Lt. Elbert Medlin, Seniors James Folding, Gary Spencer and William Post. Major Edward Spencer also serves as the executive officer.

Anyone interested in information about the Eaglets is asked to write Lt. Col. Ned Lentini, P.O. Box 3855, West Hollywood, Fla.

## Plane Restored By Auburn Unit

AUBURN, Maine — Getting their squadron back into the air was a major project of members of the Auburn Composite Squadron during the last six months of 1962.

The unit's aircraft, an L-4, had been transferred to the Rangle Senior Squadron and the local Auburn cadets and seniors were without "wings".

Parked in the weeds at the end of a runway at the Bar Harbor airport was an old, decommissioned L-16 that was inoperative. Wing Operations wanted the plane restored, but could not manage the job alone.

1st Lt. Vernon Roy, operations officer of the Auburn Composite Squadron, took on the job with the help of senior volunteers from his unit. Six months later Lt. Roy was able to report to his commander, Major William Tiffany, that the squadron once more had "wings."

## CAP Chaplains Meet

AMARILLO AFB, Tex. — Thirty chaplains representing the Texas Wing of the Civil Air Patrol recently held a special two-day conference at Amarillo Technical Training Center.

## CAP News in Brief

### New Flight

WESTMONT, Ill. — A new CAP flight formed in Westmont will be co-sponsored by American Legion Post 338 and the Westmont VFW. The flight will meet every Monday night at the American Legion Post on Cass Avenue.

### YMCA Cooperation

SILVER SPRING, Md. — The Wheaton CAP Cadet Sq., of the National Capital Wing recently received recognition from Mr. Krum Jordan, executive secretary of the Silver Spring YMCA.

Mr. Jordan said, "Our nation and community does not have to worry with the type of training CAP provides our youth."

The Wheaton unit is a member of the Y's Family Center program and receives physical training instruction and group swimming session each week at the YMCA.

### COP and Enlistment

BALTIMORE, Md. — Cadet Gerald L. Grimes, Queen Anne Cadet Sq., received his CAP Certificate of Proficiency from Col. William M. Patterson, Maryland Wing commander, at a joint meeting of squadron commanders and the Maryland Cadet Council at Wing Headquarters recently. Cadet Grimes was also sworn into the USAF during the same meeting by Capt. George C. Martin, USAF liaison officer for Maryland Wing.

Attending the ceremony were the cadet's parents, members of the Queen Anne Sq., headed by 1st Lt. Charles G. Stallings, commander, and TSgt. Herbert G. Boone, USAF recruiter from Cambridge, Md.

### Donated Ambulance

ALLENTOWN, Pa. — The Berman Leasing Company of Allentown recently donated an ambulance valued at approximately \$8,000 to the Pennsylvania Wing's Medical Squadron 3101. Mr. Bernard Berman, senior vice president of the firm made the presentation to Major James Geiger, medical unit commander. Mr. Revere G. Lehman, executive vice president, later gave the title of the ambulance to Col. Phillip Neuweiler, wing commander.

### Grand Canyon Airport

WASHINGTON, D.C. — The Federal Aviation Agency and the Department of Interior will jointly finance a public airport near Grand Canyon National Park, Arizona, in cooperation with the Arizona State Department of Aeronautics under an agreement signed by FAA administrator, N. E. Halaby and Secretary of the Interior Stewart L. Udall.

The airport is expected to be used by general aviation aircraft and by local service airlines to provide transportation for visitors to the south rim of the Grand Canyon, and also for National Park Service personnel. The airport will be located about 70 miles northwest of Flagstaff, Ariz., in the Kaibab National Forest.

### West Point Nominations

FREMONT, Nebr. — Civil Air Patrol cadets John Wright and Robert Nelson, members of the Fremont Composite Sq., were recently nominated by Nebraska Congressman, Ralph F. Beermann, for appointment to the United States Military Academy at West Point, N.Y.

The cadets were in competition with five other candidates from Nebraska. Cadet Wright is cadet commander of the Fremont unit and is the son of Mr. and Mrs. Donald H. Wright, 1405 East Sixth Street. Cadet Nelson is the son of Mr. and Mrs. Robert D. Nelson of 1555 East Dodge Street.

### West Point Appointment

BETHESDA, Md. — Representative Charles Mathias Jr., has nominated Cadet Robert D. Murrill Jr., of the Western Cadet Sq., CAP, for appointment to the United States Military Academy at West Point, N.Y. The nomination is from the Sixth Congressional District.

Cadet Murrill is a past commander of the Western Cadet Sq., and was chosen outstanding cadet and cadet officer at last year's summer encampment at Charleston AFB, S.C., where he served as cadet commander in the rank of temporary Cadet Colonel.

## Changing Your Address?

Don't miss a single issue of your paper. Send us your new address four weeks before it will take effect. The Post Office will not forward copies from your old address unless you pay extra postage.

☐ SENIORS

☐ CADETS AND NON-MEMBERS

Change of Address

Mail This Form to:

**CAP TIMES**

2020 M St., N.W. Washington 6, D.C.

FROM: (We must have your old address)

Name .....

Street .....

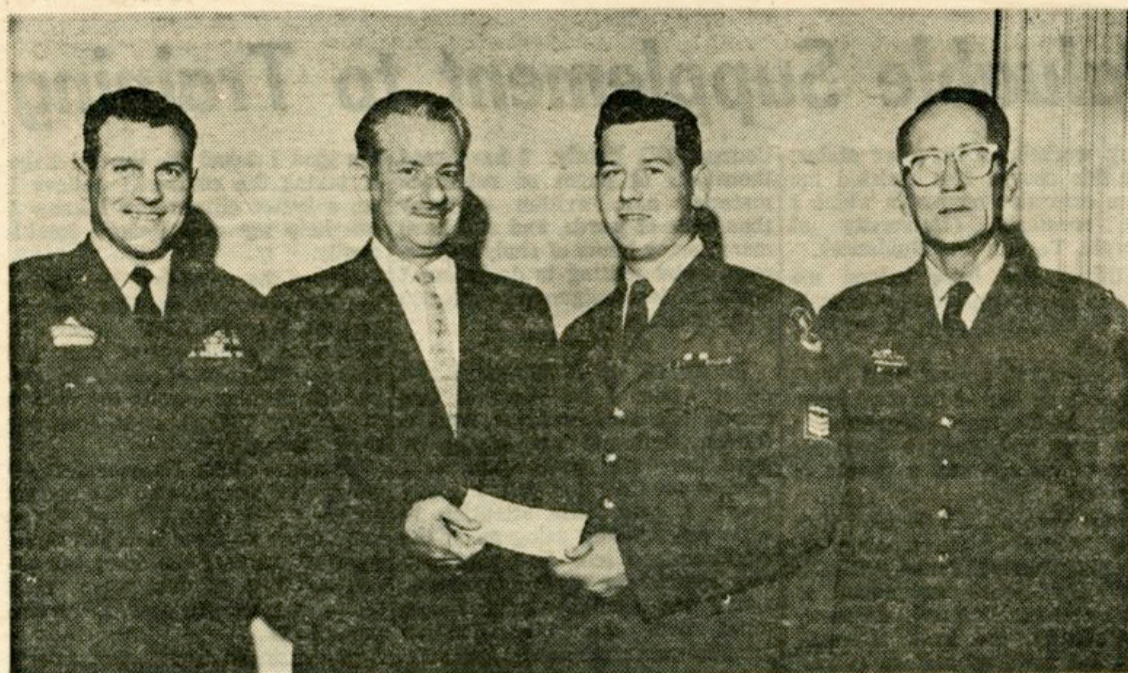
City ..... State .....

TO: (Your new address)

Street .....

City ..... State .....

Effective date of change ..... CAP



**SCHOLARSHIP AWARD**—Mr. Hugo Runo (second from left) is shown presenting a check for \$100 to Cadet Evarist Noble, a member of the Biloxi Composite Squadron, during a TV program in that city. Mr. Runo gave the scholarship in an effort to help worthy cadets earn their student pilot's license. Also shown are squadron commander Capt. William W. Fraser (left) and unit information officer 2nd Lt. Carl J. Welch (far right). Mr. Runo owns Hugo's Italian Restaurant in Biloxi.

## Home Nursing Film Series Available for Unit Classes

WASHINGTON—A new motion picture series to help teach home nursing to Americans in schools, clubs or other group meetings was announced recently by the American Red Cross.

Entitled, "The Home Nursing Story," the ten half-hour films are available for purchase by organizations, schools, and institutions only through local Red Cross chapters. The series may be shown over television or in classroom situations such as regular Civil Air Patrol squadron training meetings.

The films cover the following subjects: recognition of the symptoms of illness, the prevention of disease, importance of nutrition, body mechanics and posture, medical supplies for the home and precautions in taking or giving medications, proper use of heat and cold in treating the ill or injured, the role of self-help in patient's recovery, safe water supply, safeguarding the health and well-being of children, and individual preparation to assist in disasters.

**RED CROSS** home nursing certificates are awarded to qualified persons who view the films and also attend three two-hour workshop sessions in which they practice home nursing techniques under guidance of Red Cross-trained instructors.

Viewers will also receive valuable home nursing information by seeing the films without attending the additional sessions.

The film series was produced for the Red Cross by the U.S. Army Signal Corps, using funds provided by the Office of Civil Defense.

U.S. Public Health Service, Office of the Civil Defense, and

Red Cross staff members served as technical consultants on the series, which is based on the regular Red Cross Care of the Sick and Injured course.

## Letters

(Continued from Page 4)

This is an excellent and comprehensive coverage of your IACE in 1962 . . . It was my pleasure to participate in the program for your CAP cadets when you were in Washington last August, and I look forward to being with you again on your next CAP international conclave.

JOHN A. LANG, JR.  
Deputy for Reserve and ROTC Affairs  
Department of the Air Force  
Washington, D.C.

. . . I am certain that each recipient will cherish this brochure for years to come . . . you should and must feel proud of this particular accomplishment.

GEORGE A. CARTER,  
Col., USAF  
Chief, Office of Information  
Hq., Continental Air  
Command.

Congratulations on the International Air Cadet Exchange brochure for 1962. I am sure it will be treasured by all those participating in the Exchange . . .

W. C. WHELEN, Col., CAP  
Chairman - Retired

## \$100 Award Aids Cadet's Flight Training

BILOXI, Miss.—Cadet Evarist L. Noble, a member of the Biloxi Composite Sq., was the first cadet in that unit to receive a check for \$100 from Mr. Hugo Runo, local restaurant owner, under the newly established Flight Scholarship Award.

The financial aid will help Cadet Noble to obtain his student pilot license following instruction at Peden's Aircraft Services, Gulfport Municipal Airport, Gulfport, Miss. Mr. Jack Peden will donate a few additional flying hours at no cost to assist in the scholarship and help Cadet Noble earn his license.

The presentation of the scholarship took place during a television program at station WLOX in Biloxi. A showing of the Civil Air Patrol film, "Accent on Youth" was also on the program.

Present for the ceremony in which Mr. Runo gave Cadet Noble the check was squadron commander, Capt. William W. Fraser and the information officer, 2nd Lt. Carl J. Welch. Mr. Peden was unable to attend.

### Cadets Recognized

SUNBURY, Pa. — Two cadets of the Sunbury Squadron, Pennsylvania Wing, were honored recently with recognition awards for their individual contributions to the unit.

## CAP TIMES CLASSIFIED

### AIRCRAFT FOR SALE

SEND FOR COMPLETE list of all our aircraft. Highest trades! Up to five year financing! GRAUBART AVIATION, Valparaiso, Indiana. Area 219, HOward 2-4105.

### COMMUNICATION EQUIPMENT

For Sale: GONSET COMM. II with 8030 crystal and mic. \$165. 1st Lt. A. Remenick, Rt. #4, Angola, Indiana. Phone 665-6676.

### SOARING

GET STARTED IN SOARING! Special Soaring Kit, \$1.00, Postage paid. Schweizer Aircraft Corp., 37 Airport Rd., Elmira, N.Y.

### STAMPS

FREE 40 PAGE U. S., U. N. Pricelist. PARASCO, Box 229R, BROOKLYN 1, N. Y.

### TITLE SEARCHES

TITLE SEARCHES FAA HEADQUARTERS; \$10—24-hour service. \$15—3-hour service. Wire or phone notification when requested. Air-mail confirmation. Hurson Co., 409 NW Eleventh St., Oklahoma City, Oklahoma. Phone Central 2-2611.

## Fremont-Carson Trail Traced by Reno Unit

RENO, Nev. — The Washoe Jeep Squadron, as a training exercise, attempted to determine the exact route taken by Explorer John Fremont when he traveled from San Emidio Desert to Pyramid Lake in 1844.

Many historians are confused on the route for the records left by Fremont are vague. The Washoe Jeepsters started their trek from a point north of Winnemucca Lake, and a few miles west of the highway leading to Gerlach, Nevada.

Plan was to put the jeep squadron over the actual trails used by Fremont and Kit Carson. The trip was an overnight camping exercise.

### MOFFETT FIELD NAS, Calif.

Some 22 members of Moffett Field Squadron, California Wing, were guests of the station command at Moffett Field Naval Air Station for a training tour of the Radar Air Traffic Control Center.

The CAP pilots, the majority of whom are students in the squadron's instrument pilot training course, were brought up to date by both Navy and FAA personnel on the latest traffic control techniques used in the San Francisco Bay area.

According to Lt. Albert E. Hayes Jr., the 20th's commander, this was the first opportunity for many of the pilots to get a close look at the Moffett Approach Control.

### OXNARD, Calif.—About 500

CAP members from throughout Southern California used the Oxnard County Airport as main base in a search for a "downed aircraft" in a surprise readiness test.

More than 300 planes and numerous ground crews in jeeps searched for the target, supposedly heading for Oxnard by way of Salinas and Santa Barbara from Hamilton AFB when it was "lost."

With the readiness mission completed, many of the cadets from Group 15 immediately went to assist at the Lockheed Air Show, while ground crews, headed by Major Nancy Morrison and Major Dan Wilson, took part in a real search in the Palms Springs area. This mission was also successful. The actual plane that was down was located 25 miles south of Blythe, Calif.

### SPECIAL WINTER CAP UNIFORMS 13.90

#### RE-ISSUE FIRST QUALITY BLOUSES

| BLUE SERGE          | BLUE SERGE  |
|---------------------|-------------|
| Sizes up to 40      | Sizes 40 up |
| 5.95                | 7.95        |
| Blue Serge Trousers | 7.95        |

|                          |        |
|--------------------------|--------|
| New 505 Shirt & Trousers | \$8.50 |
| Used 505 Bush Jackets    | \$4.25 |

|                                      |       |
|--------------------------------------|-------|
| WAF BLUE SERGE UNIFORM, Reissue      | 20.00 |
| WAF FLIGHT CAPS, Sizes 20 1/2-21 1/2 | 2.95  |
| SERVICE HATS, Blue, Male             | 2.95  |

WRITE FOR FREE CATALOGUE  
**UNIFORM EXCHANGE**  
P.O. BOX 38364, Hollywood 38, Calif.

## CIVIL AIR PATROL

### SENIOR MEMBER ACCIDENT INSURANCE

APPROVED BY

CIVIL AIR PATROL'S NATIONAL INSURANCE COMMITTEE

**YOU ARE FULLY PROTECTED IN THE AIR-AND-ON THE GROUND**

WHILE ENGAGED IN

**ALL CIVIL AIR PATROL ACTIVITIES**

PLUS

**WORLD WIDE AVIATION ACCIDENT COVERAGE**

PLUS

**WORLD WIDE COMMON CARRIER PASSENGER COVERAGE**

Available Only To Civil Air Patrol Senior Members

**YOU CAN BUY FROM 1 TO 5 UNITS**

Choose Number of Units Desired

| Benefits         | 1 Unit  | 2 Units | 3 Units | 4 Units | 5 Units |
|------------------|---------|---------|---------|---------|---------|
| Accidental Death | \$1,000 | \$2,000 | \$3,000 | \$4,000 | \$5,000 |
| Dismemberment    | 1,500   | 3,000   | 4,500   | 6,000   | 7,500   |
| Medical Expense  | 400     | 800     | 1,200   | 1,600   | 2,000   |
| Annual Cost      |         |         |         |         |         |
| Non-Pilots       | \$ 2.00 | \$ 4.00 | \$ 6.00 | \$ 8.00 | \$10.00 |
| Pilots           | 4.00    | 8.00    | 12.00   | 16.00   | 20.00   |

### COMPLETE AND MAIL APPLICATION

I hereby make application for Civil Air Patrol Senior Member Accident Insurance under Globe Indemnity Company Master Policy GXT 1004 on file at National Headquarters Civil Air Patrol.

DATE \_\_\_\_\_ WING \_\_\_\_\_

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CAP SERIAL NO. \_\_\_\_\_ PILOT \_\_\_\_\_ NON-PILOT \_\_\_\_\_

BENEFICIARY \_\_\_\_\_ RELATION \_\_\_\_\_

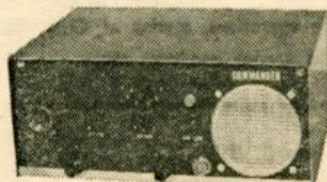
NO. UNITS APPLIED FOR \_\_\_\_\_ PREMIUM \$ \_\_\_\_\_

I certify I am a member of Civil Air Patrol in good standing.

SIGNED \_\_\_\_\_

Make Check Payable to Buell & Crockett, 401 Commerce Union Annex, Nashville 3, Tennessee.

## NEW-HF-4-5 MC CAP MARS



Model C-75 "Commander" HF Transceiver

FEATURES: Size: 10" wide, 8" deep, 4" high, 13 lbs. The SUPERHETERODYNE receiver has an RF Amplifier, 455 KC IFs, delayed AVC, FULL TIME noise limiter, squelch, 7 tubes, 3 of which are dual purpose, giving 10 tube performance! The crystal controlled transmitter uses the new 6893 pentode, running up to 15 watts input, 100% plate modulated. The PI network output easily matches most antennas. The push-to-talk CERAMIC microphone has a coiled cord and MAGNETIC HANGAR. The built-in power supply is 110 V AC at 50 watts. Any of the small DC-AC power converters will enable the "COMMANDER" to be used mobile at low cost, with excellent results. Any FT 243 type crystal may be used in the COMMANDER. Furnished with microphone, power cord, instructions & service data, less crystal.

Special introductory price:  
\$144.95 F.O.B. Leesburg, Indiana

Send your order now! Include Name, Address, CAP rank & unit, with check to:

**LAKELAND ELECTRONICS • LEESBURG, INDIANA**

Built by the makers of "COMMANDER" CB equipment since 1955

# ECI Courses Provide Valuable Supplement to Training

By LT. COL. BETTY W. McNABB

ALBANY, Ga. — The year: 1953. I was trying to be a fine Civil Air Patrol officer — but I couldn't even remember the manual of arms left over from my WAC enlisted days. And then I found an ECI bulletin.

So began ten years of study. With several more yet to come.

During the ten years I have completed three of the regular courses and three short courses under the Extension Course Institute, and am now enrolled in the War College Correspondence Course. As I dig and dig, read and read, write and write, struggle and burn the midnight oil, husband and friends look at me and their thoughts are not hard to divine.

Often they ask despairingly, "What do you get out of all that?"

The rewards of my extension course work with the Air Force, have been tremendous. Not only the intangible rewards of doing a job and seeing improvement in that job because of applied study disciplines, but tangible rewards. For example:

The Officer Candidate Course has helped me immensely in many areas of Civil Air Patrol work as I have moved from squadron to wing to region level.

**THE SQUADRON** Officer's Course and the Command and Staff School taught me to use staff studies when I need equipment, additional personnel, or wish to make procedural changes in my department.

From ECI courses, I have learned to use the effectiveness reports now required in our hospital. (Phoebe Putney Memorial Hospital where Col. McNabb is head of the medical records staff). With an-

other CAP member I worked out the original disaster plans for this hospital, using ECI material almost entirely for the basic outline and

(Ed Note: More and more CAP members are finding Extension Course Institute studies a valuable means of supplementing CAP training as well as increasing individual educational level. This article by Lt. Col. Betty W. McNabb, Southwestern Region deputy for cadet training, is one CAP member who fully realizes the value of such courses. Thus far Col. McNabb has completed six and is working on her seventh course. This knowledge benefits her in a wide range of areas, as described in the article).

some of the teaching material on radiological warfare.

The short course on Fundamentals of Personnel Management has helped me enormously in handling my department personnel. The one-volume course on air traffic control fundamentals were most valuable, since I fly my own airplane.

The two-volume course, Air Force Instructor, has assisted me in four areas — teaching CAP cadets; teaching Aviation Education (for a five-year period) in Albany High School; teaching for the University Center (Aerospace Education for instructors); teaching

many workshops in other states; and this course also assisted me in an extension course in which I was enrolled. (University of Georgia, Testing and Guidance).

ECI courses have helped me both in public appearances (speaking techniques) and in writing methods.

I found Command and Staff School to be one of the most interesting intellectual adventures I have ever had, despite some six years of college and a couple of degrees.

And then . . . I tackled the War College Correspondence Course. This is the most difficult study and work assignment I have ever encountered—the most challenging, the most interesting, the most rewarding. It has been — is being — a hard row to hoe, for I have a busy professional career, a home and a husband, I travel and teach and lecture—and in the wee small hours, I study.

I only wish I had more time for it. Frankly, I wouldn't advise anyone to enter the War College

**READING** this ad can help you solve your supply problem for CAP insignia & accessories. Just by—

**WRITING** to SWAGGER'S, 208 South State St., Salt Lake City 11, Utah, you will receive your free CAP price list, then simple 'RITHMETIC will show you how to save money on your uniform needs.

— Speedy Service too! —

Course (IV) lightly. I have read thousands of pages of reference material, have written as many thousands of words, and still have many, many hours of study and research and writing to do before I reach the last assignment—a 10,000 word thesis.

**IN SPITE** of all the work, I'd do it again. I believe that this course has awakened me from a life-long lethargy and apathy toward the world itself—even as I worked for CAP and gave it many hours, I paid little attention to what was actually going on in the world around me. But you can't stay indifferent to this aerospace age if you challenge your sleepy mind with the War College!

I'm glad I asked for the privilege of taking the course. I believe I am a better citizen and I know I can help my cadets more intelligently.

One of the rewards of the course has been meeting the War College staff at Maxwell AFB. Even with a current enrollment of over 700 (numbers change, of course, as people complete or enroll) the people at the War College make time for their students.

It was a little disconcerting to learn that out of the 703 people enrolled last time I heard, there were seven hundred men and three women. I'm sure the other two co-eds are just as determined as I am to complete the course with flying colors!

## HQ for CAP

**REGULATION COMPLETE CADET UNIFORM** **\$9.95**

Plus 50c p.p.  
• Khaki Shirt with Epaulettes  
• Khaki Trousers with Zipper  
• AF Wool Flight Cap  
• All Wool Tie  
• Blue Web Belt & Buckle  
• CAPC Cutouts  
• Cap, Pocket & Wing Patches

**AF UNIFORMS REISSUE**

AF SERGE BLOUSES **\$4.95**  
Sizes 34 to 41  
AF SERGE TROUSERS **\$5.95**  
Sizes 28 to 31  
C.A.P. BLOUSE **\$1.50**  
Buttons ..... set  
AF RAINCOAT—New **\$10.95**  
Regulation Nylon  
Plus 50c p.p.  
BLACK OXFORD SHOES **\$5.95**  
Plus 50c p.p.  
RIDGEWAY CAPS **\$1.50**  
All Sizes

**L2A INTERMEDIATE FLIGHT JACKETS** **\$9.95** plus 50c p.p.

Shoulder Straps. 2 ply taffeta outershell. Pencil zip combo sleeve pocket. Leather Oxygen Mask Tab. Cotton elastic knot collar & cuffs. 10 oz. wool quilting. Sizes S, M, L. Also XL—10% Additional.

AF Blue or Sage Green

**B-15 FLIGHT JACKET**

AF Blue or Sage Green, Water Repellent, Quilt Lined, Warm Mouton Collar, Sizes S, M, L, XL 10% extra. **\$10.95**  
Plus 50c p.p.  
BLUE OXFORD SHIRTS **\$1.99**  
Sl. Irr. Plus 50c p.p.  
AF OVERCOAT REISSUE **\$8.95**  
With CAP Buttons  
**O.D. SATEEN FATIGUES**  
2-piece Men's ..... **\$5.95**  
2-piece Boys' ..... **\$5.45**

WRITE FOR FREE CATALOG

**WEISS & MAHONEY, Inc. 142 Fifth Ave., New York 11, N. Y.**



**AF UNIFORM BLUE-WORSTED SHADE 84**

Jacket & Trousers Deluxe Model New, Year 'round weight **\$49.50**

plus 85c postage

New, Regulation **AF BLUE BROADCLOTH SHIRTS** **\$2.29**

Sl. Irr. .... plus 50c post.

## SUBSCRIBE NOW TO THE

# CAP TIMES

OFFICIAL PUBLICATION OF CIVIL AIR PATROL

**Special Cadet Rates: 50c for 1 Year — \$1 for 2 Years**

**Patrons and Non-Members: \$1 per year**

## CADETS OF CIVIL AIR PATROL

You are holding in your hand the **CAP TIMES**. This is your newspaper, filled with news of interest to you every month. If you are an interested active member of the Civil Air Patrol, you'll enjoy reading every issue of **CAP TIMES**, and keeping up with the

activities of other cadets and other units. In fact, you'll probably see your own name in this newspaper some time during term of your subscription.

### Every month CAP TIMES will bring you NEWS FROM CIVIL AIR PATROL HEADQUARTERS

On promotions, changes in regulations, changes in uniforms, text books, course work—any changes in the cadet program that might affect you.

### NEWS OF OFFICIAL CIVIL AIR PATROL ACTIVITIES

Reports and pictures from summer encampments, Jet Orientation Scholarships, International Air Cadet Exchanges; news of Flight Scholarships, the Aerospace Education Scholarship Program, etc.

The best way to keep up with far-flung activities is to read **CAP TIMES** every month. Order your subscription today. That way you'll make sure to see every issue of **CAP TIMES**. Order your subscription now using the coupon at right.

### NEWS OF CIVIL AIR PATROL UNITS AND INDIVIDUAL CADET ACTIVITIES

Fund raising plans adopted by other units, social programs of other units, pictures of Open Houses, Parents Nights, dances, outings, parties—to give you new ideas when you plan these things for your unit; coverage of ground rescue operations, stories of Civil Air Patrol Cadets on special missions, or those getting into the service academy, etc.

**CAP TIMES** 2020 M Street, N.W., Washington 6, D.C.

I would like to subscribe to **CAP TIMES**. Please enter my subscription for

**CADETS:**

☐ 1 year for 50c  
☐ 2 years for \$1

**PATRONS & NON-MEMBERS:**

☐ 1 year for \$1  
☐ 2 years for \$2

My remittance is enclosed.

NAME .....

ADDRESS .....

CITY ..... ZONE ..... STATE .....